



## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM" ..... 2,353 tons..... Captain H. D. Jones.  
 "POWAN" ..... 2,338 "..... " R. D. Thomas.  
 "FATSHAN" ..... 2,280 "..... " W. A. Valentino.  
 "HANKOW" ..... 3,073 "..... " C. V. Lloyd.  
 "KINSHAN" ..... 1,995 "..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" ..... 1,998 tons..... Captain W. E. Clarke.  
 Departures from Hongkong to Macao on Tuesday, Thursday and Saturday at 2.00 P.M.  
 Departures on Sundays at 12.30 P.M.  
 Departures from Macao to Hongkong daily at 8.30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" ..... 219 tons..... Captain T. Hamlin.  
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

## JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM" ..... 588 tons..... Captain J. Wilcox.  
 "NANNING" ..... 569 "..... " C. Burchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M., calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.  
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.  
 Canton to Samshui.....Single \$7.50.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" ..... Capt. B. Branch. S.S. "SANUI" ..... Capt. H. Black.  
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shuihing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$35.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

## HONGKONG-KONGMOON LINE.

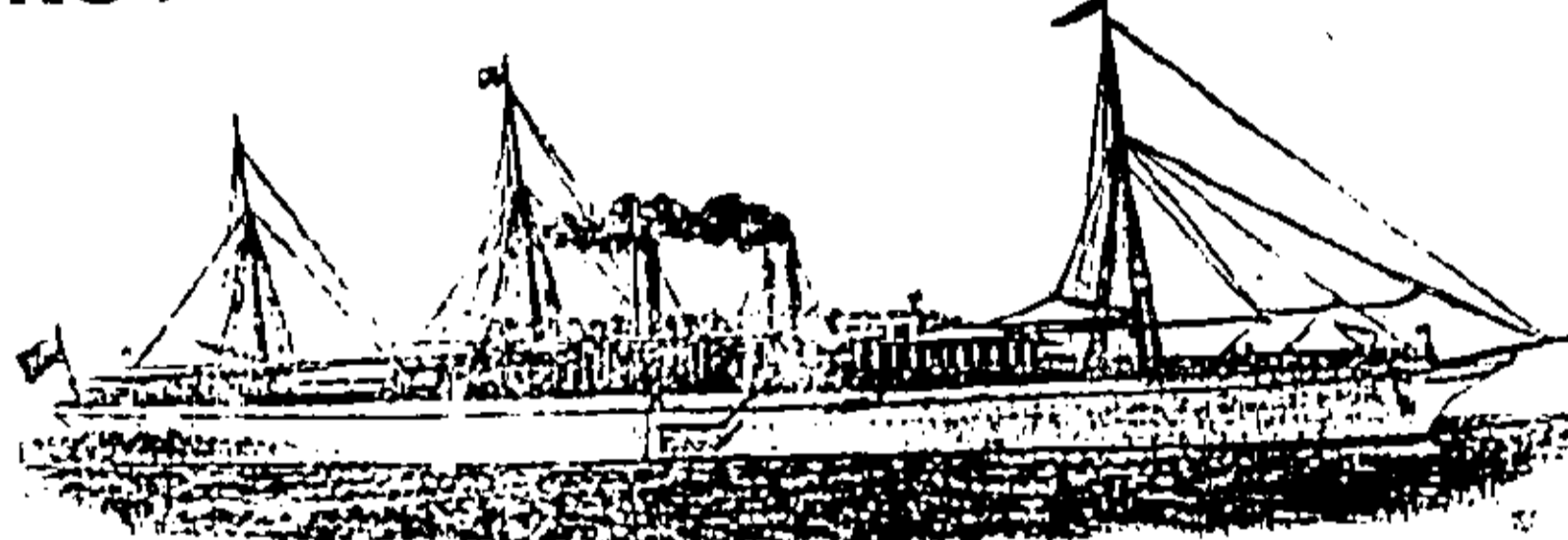
S.S. "TAK HING" ..... Capt. R. Bliss. S.S. "HONGKONG" ..... Capt. Maxfield.  
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

FARES:—Hongkong to Kong Moon.....Single \$6.00  
 Hongkong to Kumchuk.....Single \$7.00

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—  
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.  
 Hongkong, 5th January, 1905.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
 (CALLING AT SHANGHAI, NAGASAKI, KORE, YOKOHAMA & VICTORIA, B.C.)  
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.  
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF CHINA" ..... 6,000 Tons..... WEDNESDAY, 11th January, 1905  
 "TARTAR" ..... 4,425 "..... WEDNESDAY, 25th January.  
 "EMPERESS OF INDIA" ..... 6,000 "..... WEDNESDAY, 8th February.  
 "EMPERESS OF JAPAN" ..... 6,000 "..... WEDNESDAY, 15th March.  
 "ATHENIAN" ..... 4,440 "..... WEDNESDAY, 29th March.  
 "EMPERESS OF CHINA" ..... 6,000 "..... WEDNESDAY, 29th March.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.  
 Hongkong to London, Intermediate and 2nd Class.....via St. Lawrence £40. via New York £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,  
 9, Pedder's Street.  
 Hongkong, 30th December, 1904.

## HAMBURG-AMERIKA LINIE. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

| STEAMERS.       | HAVRE AND HAMBURG.                  | SAILING DATES. |
|-----------------|-------------------------------------|----------------|
| C. FERD. LAEISZ | (Calling at SPOR, PENANG & COLOMBO) | 10th January.  |
| AMERIA          | (Calling at SPOR, PENANG & COLOMBO) | 22nd January.  |
| Porzellus       | (Calling at SPOR, PENANG & COLOMBO) | 27th January.  |
| SITHONIA        | (Calling at SPOR, PENANG & COLOMBO) | 7th Feb.       |
| Hildebrandt     | (Calling at SPOR, PENANG & COLOMBO) | 21st Feb.      |
| ARCADIA         | (Calling at SPOR, PENANG & COLOMBO) | 7th March.     |
| Förck           | (Calling at SPOR, PENANG & COLOMBO) | 21st March.    |
| ANDALUSIA       | (Calling at SPOR, PENANG & COLOMBO) | 7th March.     |
| Filler          | (Calling at SPOR, PENANG & COLOMBO) | 21st March.    |
| SAMBIA          | (Calling at SPOR, PENANG & COLOMBO) | 7th March.     |
| Lüning          | (Calling at SPOR, PENANG & COLOMBO) | 21st March.    |
| RHENANIA        | (Calling at SPOR, PENANG & COLOMBO) | 21st March.    |
| Behrens         | (Calling at SPOR, PENANG & COLOMBO) | 21st March.    |

For further Particulars, apply to

## HAMBURG-AMERIKA LINIE. HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 4th January, 1905

## TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.  
 PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.  
 Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.  
Hongkong, 10th January, 1905.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.  
 Sole Agents for "OMEGA" WATCHES.  
 "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.  
 40, QUEEN'S ROAD, Watson's Building.  
 Hongkong, 1st October, 1904.

## Intimations.

## HONGKONG JOCKEY CLUB.

## NOTICE.

THE Date of the CLOSING OF ENTRIES for the forthcoming Race Meeting is postponed until SATURDAY, the 14th January, 1905.

By Order, T. F. HOUGH,  
 Clerk of the Course.  
 Hongkong, 19th December, 1904. [197]

## NOTICE.

THE Proprietor begs to notify the public that any Claims against the VICTORIA HAIR DRESSING SALOON must be sent in to J. T. TAVARES, 28, Morrison Hill Road, Hongkong, 30th December, 1904. [1400]

## WEISMANN, LTD.

(CAFE WEISMANN.)

THE place par excellence in Hongkong for Refreshments of all descriptions.

Facing the Post Office, Queen's Road, Central.

Everything of the best, prepared and served under entirely European Management.

See our Grand Christmas Display.

Cakes, Bonbons and Confectionery of all kinds made to customers' own order and design.

Send or Bring Your orders.

We guarantee satisfaction.

The Weissmann Most Up-to-date Café in the Orient.

Hongkong, 17th December, 1904. [146]



THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 29, Des Voeux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—

HOWARD &amp; Co.

Hongkong, 24th November, 1904. [61]

## ESPECIAL OLD TOM GIN.

Marshall and Elvy's

Hongkong, 11th May, 1904. [53]

## F. BLACKHEAD &amp; CO.,

HIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS,

16, DES VOEUX ROAD CENTRAL, HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAMBLER'S PATENT MOTOR

LAUNCHES,

&amp;c., &amp;c., &amp;c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. &amp; O. SPECIAL LIQUOR SCOTCH

WHISKY, &amp;c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 15th December, 1904. [144]

## WO SHUN STEAMBOAT COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the WO SHUN STEAMBOAT COMPANY, LIMITED, will be held at the Registered Office of the Company, No. 138, Connaught Road, Victoria, Hongkong, on MONDAY, the 9th day of January, 1905, at 2 o'clock in the afternoon, when the subjoined Resolution which was passed at the Extraordinary General Meeting held on the 22nd day of December, 1904, will be submitted for confirmation as a Special Resolution.

## RESOLUTION.

That the Capital of the Company be increased to \$140,000 by the creation of 900 New Shares of \$100 each.

By Order of the Board,  
 HUNG HING CHUN,  
 Manager.  
 Dated 30th December, 1904. [1401]

## NOTICE.

THIS is to notify the public that all Debts due to the VICTORIA HAIR DRESSING SALOON AND VARIETY STORE may be sent to J. T. TAVARES, at 28, Morrison Hill Road, during the month of January, 1905. VICTORIA HAIR DRESSING SALOON, Hongkong, 3rd January 1905. [68]

## CHRISTMAS.

WHAT BETTER GIFT THAN A SINGER SEWING MACHINE.

CASH OR EASY PAYMENTS.

Showrooms:—1, Wyndham Street.

Hongkong, 9th December, 1904. [148]

## THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER, 41 &amp; 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [159]

## MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICH-HOUSE, IN

100-1000 Road.

[A low in a position] in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 12nd September, 1904. [156]

## TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904. [166]

## THE AMERICAN SYSTEM OF DENTISTRY.

M. H. CHAUN, D.D.S.,  
 37, DES VOEUX ROAD CENTRAL, HONGKONG,  
 From the University of Pennsylvania, U.S.A.  
 Hongkong, 4th June, 1904. [167]

## FURNITURE WAREHOUSE.

LI KWONG LOONG,

CABINET-MAKER AND ART DECORATOR,

from Shanghai, has opened a

FURNITURE STORE

at

No. 45, DES VOEUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Has been patronised by the Hongkong Club,

Hongkong Hotel, Messrs. A. S. Watson &amp; Co.,

Ld., Joint Telegraphic Co., and other leading

Establishments in the Colony, to whom reference may be made as to the Superior Work-

manship and Materials of the Furniture, &amp;c., supplied.

Messrs. A. S. Watson &amp; Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI

KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfac-

tion."

(Sd.) A. S. WATSON &amp; Co., Ltd.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904. [160]



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

## N. LAZARUS.

10, D'AGUILAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.  
 Prescription lenses ground on the premises. All work guaranteed.  
 Sun Glasses are restful and give the effect of coolness.  
 Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903. [176]

## D. NOMA, TATTOOER

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904. [147]

## NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING TO SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. Co., BOSTON STEAMSHIP AND TOWBOAT CO., OCEAN S. S. Co. and CHINA MUTUAL S. N. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road, A. S. MIHARA, Manager.

Hongkong, 20th May, 1904. [168]

## HOTEL DES INDES.

Nos. 2 &amp; 3, STAMFORD ROAD, SINGAPORE.

THIS First Class newly opened Hotel has excellent accommodation for FAMILIES, TRAVELLERS and permanent BOARDERS.

CHARGES FROM 4-6 DOLLARS PER DAY.

It is situated in the immediate vicinity of the commercial houses and Esplanade. Spacious Refreshment, Dinner and Billiard Saloons.

E. C. VON MARLE,

Proprietor.

H. T. SARRE,

Manager.

Singapore, 4th October, 1904. [169]

## HOTEL DES INDES.

Nos. 2 &amp; 3, STAMFORD ROAD, SINGAPORE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

## Hotels.

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

## KOWLOON HOTEL.

KOWLOON. J. W. OSBORNE, Proprietor and Manager.

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, NEAR THE TRAM TERMINUS, Tel. 56.

For Terms, &amp;c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

## AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

</

## Intimation.

WM. POWELL,  
LIMITED.High-Class Drapers,  
Dressmakers, Milliners,  
andHouse Furnishers,  
ALEXANDRA BUILDINGS,  
Des Vaux Road.EVERYTHING  
OF THE  
LATEST FOR  
LADIES' AND  
CHILDREN'S  
WEAR.A good Selection of Winter  
Jackets.Embroidered Robes for evening  
wear.

Lace Wraps.

Facinators and Shawls for even-  
ing wear.

Gloves for evening wear.

Trimmed and Untrimmed Hats.

New Laces.

Soft Satin Ribbons in many  
pretty shades.

Smart Flannel Blouses.

New Crepoline Voiles.

Fancy Flannels &amp; Dress Fabrics.

A new Stock of Children's Mil-  
linery.Our Furnishing Department has  
now a complete Stock of First-  
class Carpets, Rugs, Bedsteads, &c.GENTLEMEN'S  
DEPARTMENT:28, QUEEN'S ROAD,  
OPPOSITE THE CLOCK TOWER.

New Bowler Hats.

Soft Felts and Tweeds.

Panamas.

Pedal Straws.

Boaters.

Motor and Golf Caps.

Winter Waistcoats.

Dress Waistcoats.

Ties and Half-Hose.

Patent Leather Boots.

Oxford and Court Shoes.

Black and Brown Calf and Glace  
Kid Boots in many smart and  
comfortable shapes.A very fine Stock of well-cut  
Overcoats made by one of the  
best London Firms.Exclusive designs in Neckwear.  
&c., &c., &c.WM. POWELL, LD.  
HONGKONG.

Hongkong, 31st December, 1904.

## Notices of Firms.

## NOTICE.

THE Business heretofore carried on in  
Hongkong under the name or style of  
TURNER & Co.,  
has been transferred to Messrs. GIBB,  
LIVINGSTON & Co., by whom the same  
will be carried on in future under their own  
name.

TURNER &amp; Co.

Hongkong, 2nd January, 1905.

NORTHERN ASSURANCE COMPANY,  
FIRE AND LIFE.CONSEQUENT on the closing of the Firm  
of Messrs. TURNER & Co., the Under-  
signed have been appointed AGENTS for the  
above-named Company, and are prepared to  
accept First-class Foreign and Chinese RISKS  
against FIRE at current Rates.  
Also to accept proposals for LIFE  
ASSURANCE.GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 2nd January, 1905.

## NOTICE.

THE Interest and Responsibility of Mr.  
ROBERT KENNAWAY LEIGH in  
our Firm CEASED on 31st December, 1904.

LEIGH &amp; ORANGE.

MR. ARTHUR HENRY OUGH and  
MR. ALFRED BRYER have this day  
been admitted PARTNERS in our Firm which  
will continue to carry on business under the  
style of LEIGH & ORANGE.

LEIGH &amp; ORANGE.

Hongkong, 1st January, 1905.

## NOTICE.

MR. J. BANDO has been admitted a  
PARTNER in our Firm.MELCHERS & Co.,  
Hongkong and China.

Hongkong, 1st January, 1905.

## NOTICE.

WE have this day authorised Mr. A. M. DA  
CRUZ to Sign our Firm per procura-  
tion.

BARRETTO &amp; Co.,

Hongkong, 2nd January, 1905.

## Intimations.

A. S. WATSON & CO., LIMITED.  
Established 1841.  
AERATED WATER MANUFACTURERS.

## NOTICE.

WE beg to notify Customers that from  
1st January, 1905, Separate Accounts  
will be rendered for Aerated Waters.An inclusive charge will be made for Waters  
and Bottles, and full credit will be allowed for  
empties when returned.Orders for Aerated Waters should be  
addressed toA. S. WATSON & CO., LIMITED,  
Aerated Water Manufactory,  
Des Vaux Road Central.

## PRICE LIST:

\$1.20 per dozen will be allowed for Aerated  
Water Bottles when returned in good condition.

|                              | Per Doz. |
|------------------------------|----------|
| Soda Water                   | \$1.70   |
| Soda Water in Bombay Bottles | 1.80     |
| Potash Seltzer and B.P. Soda | 1.80     |
| Lemonade                     | 1.80     |
| Tonic Water                  | 1.80     |
| Lithia Water                 | 1.95     |
| Ginger Ale                   | 1.95     |
| Lemon Squash                 | 1.95     |
| Raspberryade                 | 1.95     |
| Stone Ginger Beer            | 1.95     |

Hongkong, 28th December, 1904.

THE VICTORIA DISPENSARY.

## NOTICE.

WE beg to notify Customers that from  
1st January, 1905, Separate Accounts  
will be rendered for Aerated Waters.An inclusive charge will be made for Waters  
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|                              | Per Doz. |
|------------------------------|----------|
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| Soda Water in Bombay Bottles | 1.80     |
| Potash Seltzer and B.P. Soda | 1.80     |
| Lemonade                     | 1.80     |
| Tonic Water                  | 1.80     |
| Lithia Water                 | 1.95     |
| Ginger Ale                   | 1.95     |
| Lemon Squash                 | 1.95     |
| Raspberryade                 | 1.95     |
| Stone Ginger Beer            | 1.95     |

Hongkong, 28th December, 1904.

WATKINS, LIMITED.

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| Tonic Water                  | 1.80     |
| Lithia Water                 | 1.95     |
| Ginger Ale                   | 1.95     |
| Lemon Squash                 | 1.95     |
| Raspberryade                 | 1.95     |
| Stone Ginger Beer            | 1.95     |

Hongkong, 28th December, 1904.

## PERSONALITIES OF THE WAR.

Although the actual war has perhaps to some  
extent lost its interest, the composition of those  
vast armies in Manchuria must arrest attention.  
We see the men and the generals as circum-  
stances have made them in the arduous work  
of the past campaign. Many of the leaders  
are no longer unknown quantities. Their  
characters are defined. The caricaturists love  
to picture General Stoessel in wind-wet  
uniform gazing over the battlefields of Port  
Arthur, a "never-surrender" expression upon  
his bearded face; General Kuroki, the next  
most romantic figure of the war, smoking his  
cigar as he calmly makes his war moves;  
Kuropatkin exhorting his troops, or passive in a  
waiting attitude. And each personality is hav-  
ing a web of fancy woven round it, until it  
becomes a newspaper epic, to be shattered by  
some event in real life, as in the case of  
Alexieff—once the great strong man of the  
East, of indomitable will, untiring industry;  
now a man "disgraced" and no more heard of.At one time Alexieff was the most "writ-  
tup" man in the whole budget of Generals. His  
praises were sung by French and English cor-  
respondents alike, and one of the latter went  
to extreme lengths in his admiration for the  
Viceroy. The picture was of Alexieff sitting  
in his railway car busy, eternally busy, control-  
ling the wires of organisation, which stretched  
for hundreds of miles. There is no doubt  
whatever that Alexieff was busy, and that he  
had enormous power, but the picture placed  
before the reader was clearly inaccurate.  
To-day we see Alexieff more nearly as  
he really was. His failings are portrayed  
for us; and with these the majority perhaps  
is always more in sympathy. We now  
know that the Viceroy, although a man with  
great working powers, was in the wrong posi-  
tion. He is charged, and probably rightly  
charged, with having precipitated the war  
through his blind belief that Japan was not in  
earnest. The first great blow to his prestige  
was the surprise attack on Port Arthur, for  
which the man of "untiring industry" was  
unprepared. It is true that Admiral Stark  
commanded the Port Arthur squadron, but  
Viceroy Alexieff was supreme. The month  
passed on and Russian war machinery worked  
badly. This is not strange when it is consid-  
ered that Alexieff was apparently at logger-  
heads with most of the officers in high com-  
mand. The Russian position could not have  
been improved with the arrival of Kuropatkin,  
or two months later we read that the Tsar  
received from his Lieutenant a report bristling  
with complaints which took a whole day to  
send over the wires. In this report Alexieff  
was "blatant" against every one of the leading  
commanders, and it was quite plain that Rus-  
sia was fighting two wars, one against the  
Japanese, and the other an internecine affair  
among its own Generals. It was absolutely  
necessary that more harmony should prevail,  
and as gently as possible Alexieff was re-  
lieved of his responsibilities—a humiliat-  
ing end to a man who was perhaps invested  
with greater real power than any leader of men  
in modern times.While Alexieff started at the top and gradu-  
ally slipped down to the bottom in the  
world's estimation, another figure of the war  
has had a different experience. Marshal  
Oyama entered into the great combat under  
certain disadvantages. It is always a difficult  
thing to take the stage when the curtain has  
just rung down on a performance that brought  
ringside cheers from the house. The slightest  
failure in the new performer is then exaggerated,  
and the house, with the memory of the former  
brilliant star, receives coldly the efforts of the  
new man. Marshal Oyama landed in Man-  
churia after Kuroki's dashing successes, and  
as Commander-in-Chief his position was not  
so spectacular as that of his subordinate. The  
world, as the audience, looked on critically,  
if not coldly, as the curtain rang up on the  
battles of Liaoyang. It was expected that  
250,000 men should completely encompass  
250,000 men, or something to that effect. The  
world was disappointed. Oyama's task was a  
tremendous one, the more so the more it is  
considered, and it was almost impossible in  
the nature of things that the victory could be  
of the decisive character of the smaller victories  
of Kuroki, which consisted in forcing the  
enemy back on his base. Whatever the merits  
of Oyama's achievement it is certain that he  
did not catch the public eye as Kuroki did  
before him, and his personality abroad is not  
so much talked about because not so much in  
evidence.There are many other Generals whose  
personality is now well-known for the part they  
have played in the war—Stoessel, Oku, Sakel-  
berg, Sakharoff, Rennenkampf, Nogi. We  
hear much more about Stoessel than about  
Nogi, and it may be accepted that the best  
part of what we hear is more or less romance.  
The mention of Rennenkampf, Chief of the  
Cossacks, reminds us that other reputations  
have been made and unmade besides those of  
Generals. No branch of the Russian service  
entered Manchuria with a greater reputation to  
maintain than that of the Cossacks. Their  
history, dating back a hundred years, repre-  
sented them as an almost irresistible foe of the  
fiercest type. They have had to do, with  
savage tribes, where primitive modes of war-  
fare are most effective, and in keeping order  
in Russia, where the awe that their name in-  
spired undoubtedly had birth. In the battles  
that have so far been fought in Manchuria the  
Cossacks could not possibly be of much  
service, excepting for scouting purposes.  
When they have been prominently engaged,  
their work has failed to maintain their reputa-  
tion, and this reputation being in the first  
place over-estimated has perhaps suffered un-  
justly from the reason. The Cossacks, seem-  
ingly, have had no opportunity, and in what  
isolated warfare they were engaged in fought  
not against men and horses but machine guns  
and shells. The fierce and unconquer-  
able Cossacks has always in the past been a  
delightful subject for the illustrated maga-zine artist, but modern artillery has broken the  
spell, and he is now but a cavalryman. Public  
appreciation has veered a little, so that we  
better understand the qualities of the man and  
his horse. The same thing occurred in the  
case of the Japanese cavalry, which was spoken  
of with something like derision six months ago.  
Military critics were responsible for the belit-  
tling of the already little horses which have  
since shown themselves so good at mountain  
work, and to-day this arm of the Japanese  
service is better and more truly valued for the  
qualities it possesses, which were before un-  
tried.The personnel of the armies is a theme of  
great interest, but the natural desire to know  
more of the units is handicapped by the lack  
of reliable knowledge on which to base opinion,  
knowing as we do that the personalities de-  
scribed are often the pure imagination of no par-  
ticular writer put into print. A million men  
to-day are moving about Manchuria separated  
by mountain ranges, forests and deserts, but  
under the control of one or two supreme com-  
manders who can check this regiment or that  
general at will and move them to and fro as  
pieces on a chess-board. Such circumstances  
are calculated to produce strong personalities,  
and the end of the war will show many repu-  
tations made and unmade.—Kobe Chronicle.

## GERMANY AND HER NAVY.

## THE BEST KEPT IN EUROPE.

In an article entitled "The German Peril;  
Why it exists," Mr. Arnold White contributes  
to the November number of *Cassell's Magazine*  
an account of the German Navy.Mr. White explains that it is eternal vigil-  
ance which is the price of German existence,  
for Germany has no natural frontiers; and he  
shows that, for many years, each foreign war  
has been made an excuse for increasing the  
German Navy, the present Russo-Japanese  
War being a sufficient reason for further naval  
additions, projected for 1905. The German  
Navy of to-day is described as the best kept  
in Europe, and the principle on which it is  
organised is readiness for war. Mr. White  
says:—Until the advent of Sir John Fisher to power  
and distinction as Commander-in-Chief of the  
Mediterranean Fleet, and later on as First Sea  
Lord of the Admiralty, readiness for war was  
the one thing which was neglected by the Brit-  
ish Navy. The German Navy is never caught  
aback. When the crisis occurred between  
Germany and ourselves at Delagoa Bay we had  
half-a-dozen good ships between Cape Town  
and Zanzibar; but Germany had the *Seeadler*  
at Delagoa Bay, where we only had the *Thrush*;  
or, destroyed the *Thrush* within thirty-five minutes.  
Whatever naval strength Germany credits her-  
self with, that she has ready for use. She does  
not cumber her Navy Estimates with the cost  
of ships that can neither fight nor run away,  
and she gets full value for every mark that she  
spends.Germany takes a great interest in our Navy,  
Mr. White continues:—Germany possesses the fullest knowledge of  
every detail connected with Portsmouth, Ply-  
mouth, Devonport, Chatham, Bantry Bay,  
Lough Swilly, Pembroke, Rosyth, Newcastle,  
and Dover. There are no secrets to the chiefs  
of the German Navy in anything that relates  
to British sea power except those that refer to  
mobilisation. The exact position of gun  
mountings, the calibre of a gun, or the sound-  
ings of a particular spot, are comparatively un-  
important matters if a place has to be attacked.  
Mobilisation plans stand on a different footing.  
These are the greatest of State secrets.The thinking department of the German  
Navy, is organised on the plan that it is the  
brain of the Navy, responsible not only for in-  
formation, but for decisions. The Kaiser holds  
the opinion that, when a nation has ceased to  
be able to take its own part on the sea, that  
nation is decadent; hence it is contended by  
the rulers of Germany that the German Navy  
is no more intended as a menace against Great  
Britain than as a menace against Japan, Rus-  
sia, or France. Its existence is based on the  
maintenance of an effective protective force for  
the great and growing sea-borne commerce of  
Germany.

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

## Selling.

|                     |           |
|---------------------|-----------|
| London—Bank T.T.    | 1/11 1/2  |
| Do. demand          | 1/11 9/16 |
| Do. 4 months' sight | 1/11 1/2  |
| France—Bank T.T.    | 2/46      |
| America—Bank T.T.   | 47 1/2    |
| Germany—Bank T.T.   | 2.00      |
| India T.T.          | 146       |
| Do. demand          | 146 1/2   |
| Shanghai—Bank T.T.  | Nominal   |
| Japan—Bank T.T.     | 96 1/2    |
| Singapore—Bank T.T. | Nominal   |
| Java—Bank T.T.      | 117 1/2   |

## Buying.

|   |          |
|---|----------|
| 4 months' sight L/C.                    | 1/11 1/2 |
| 6 months' sight L/C.                    | 2/0      |
| 30 days' sight San Francisco & New York | 48 1/2   |
| 4 months' sight do.                     | 49 1/2   |
| 30 days' sight Sydney and Melbourne     | 2/4      |
| 4 months' sight France                  | 2.50     |
| 6 months' sight do.                     | 2.51 1/2 |
| 4 months' sight Germany                 | 2.04 1/2 |
| Bar Silver                              | 28 3/16  |
| Bank of England rate                    | 3 1/2    |

## OPIUM QUOTATIONS.

|                                      |             |
|--------------------------------------|-------------|
| To-day's quotations are as follows:— |             |
| valwa New                            | @ 1,070     |
| " Old                                | @ 1,107 1/2 |
| " Older                              | @ 1,203 1/2 |
| Patna New                            | @ 1,126     |
| Benares New                          | @ 1,081     |
| Perian (Paper)                       | @ 870/100   |

## Intimations.

## OF THE MULTITUDES

who have used it, or are now using it, we have  
never heard of any one who has been dis-  
appointed in it. No claims are made for it  
except those which are amply justified by ex-  
perience. In commending it to the afflicted  
we simply point to its record. It has done great  
things, and it is certain to continue the excel-  
lent work. There is—we may honestly affirm  
—no medicine which can be used with greater  
and more reasonable faith and confidence. It  
nourishes and keeps up the strength during  
those periods when the appetite fails and food  
cannot be digested. To guard against imita-  
tions and substitutions, our "trade mark" is  
put on every bottle of "Wampole's Prepara-  
tion," and without it none is genuine. It is  
palatable as honey and contains the nutritive  
and curative properties of Pure Cod Liver Oil,  
extracted by us from fresh cod livers, com-  
bined with the Compound Syrup of Hypophos-  
phites and the Extracts of Malt and Wild  
Cherry. Taken before meals it creates an  
appetite, aids digestion, renews vital power,  
drives out disease germs, makes the blood rich,  
red and full of constructive elements, and gives  
back to the pleasures and labours of the world  
many who had abandoned hope. Dr. S. H.  
McCoy, of Canada, says: "I testify with  
pleasure to its unlimited usefulness as a tissue  
builder." Its curative powers can always be  
relied upon. It makes a new era in medicine,  
is beneficial from the first dose and represents  
effective medical treatment of the twentieth  
century. "You can trust it as the Ivy does the  
Oak." One bottle convinces. Watch carefully  
against imitations. At all chemists here and  
throughout the world.THE TRADE MARKS ORDINANCE,  
1898.APPLICATION FOR REGISTRATION OF  
TRADE MARK.NOTICE is hereby given that the  
PONTNEWYNYDD SHEET AND GALVANIZING  
COMPANY, LIMITED, of  
2, Fen Court, London, E.C., England, Iron and  
Steel Sheet Manufacturers and Galvanizers,  
have, on the 22nd day of July, 1904, applied for  
the Registration, in Hongkong, in the RE-  
GISTER OF TRADE MARKS, of the follow-  
ing Trade Marks:—

- (1) The device of a Dolphin, the word  
"Dolphin" and the letter "X."
- (2) The device of a Dome and the word  
"Dome";

in the name of the PONTNEWYNYDD  
SHEET AND GALVANIZING COMPANY,  
LIMITED, who claim to be the Proprietors  
thereof.The Trade Mark (1) has been used by the  
Applicants since the year 1870, and the Trade  
Mark (2) has been used by the Applicants  
since the year 1902, in respect of the following  
goods:—  
Steel and Iron Sheets both Galvanized  
and Black in Class 5.Facsimiles of the Trade Marks can be seen  
at the Office of the Colonial Secretary of  
Hongkong, and also at the Office of the Under-  
signed.Dated the 4th day of November, 1904.  
WILKINSON & CRIST,  
Solicitors for the Applicants,  
9, Queen's Road Central,  
Hongkong.

## IMPORTANT NOTICE.

MR. RUTTONJEE begs to announce to  
his numerous customers that his  
bakery in Kowloon being burnt down, he has  
hired another in a healthy part of the town,  
where BREAD will be baked and prepared  
under his usual personal supervision and thus  
ensuring, to his numerous patrons, the cus-  
tomary supply of the same wholesome Bread  
made of the finest flour and materials, that he  
has all throughout supplied.Customers are kindly requested to send their  
orders as usual.H. RUTTONJEE,  
No. 5, D'Aguiar Street, Hongkong.  
No. 37, Elgin Street, Kowloon.  
Hongkong, 4th January, 1905.

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the  
Military Authorities that GUN PRACTICE  
will be carried out as under:—Pinewood Battery on 9th and 11th January,  
1905, in a North-Westerly direction, at  
ranges from 2,000 to 6,000 yards.Saiwan and Pak-sha-wan Batteries on 13th  
January, 1905, in direction of the entrance  
to Junk Bay, at ranges from 2,000 to 6,000  
yards, and 600 to 4,000 yards, respectively.If the weather is unfavourable on either of  
the above dates, Practice will take place on the  
following day.Practice will commence on 9th and 11th at  
9 A.M., and on 13th at 9.30 A.M., and finish at  
11 A.M., if the range is clear. Practice from  
Pak-sha-wan will commence on the conclusion  
of that from Saiwan.All ships, junks and other vessels are to  
keep clear of the range.L. BARNES-LAWRENCE, R.N.,  
Harbour Master, &c.  
Harbour Department,  
Hongkong, 31st December, 1904.

## Entertainment.

AT THE CATHOLIC UNION,  
GLENNALVY.GRAND CHRISTMAS PANTOMIME,  
"ALI BABA OR THE FORTY THIEVES."IN aid of funds to provide Xmas Treats  
to  
700 POOR CHILDREN & 200 POOR OLD PEOPLE.Dates of Performance. Prices of  
Admission.  
TO-MORROW, Jan. 6th, at 9 P.M. 1s  
SATURDAY, " 7th, " 5 " 1s  
Children, 50 Cents.The seats previously booked are cancelled  
and new plans of seats will be on view from  
29th instant.

Hongkong, 5th January, 1905.

## Intimation.

YOU WANT  
PROVISIONS

IN

1905.

GIVE

## CHAZALON &amp; CO.

(R. PEREZ &amp; CO.)

A TRIAL,

AND

GO TO

THEIR STORE

AT

No. 6, Queen's Road,

Central.

Hongkong, 31st December, 1904.

THE WINE GROWERS  
SUPPLY CO.BARRETTO & Co.,  
General Agents, Hongkong.

## PORT WINE.

Direct shipment from the  
COMPANHIA AGRICOLA E COMMERCIAL DOS  
VINHOS DO PORTO,  
(Successors to DONNA ANTONIA A. FERREIRA).Monopoly for China of  
THE WINE GROWERS SUPPLY CO.

|                             |                   | Per Case of<br>1 Dozen. |
|-----------------------------|-------------------|-------------------------|
| Dry No. 1                   | Selected Old Port | \$50.00                 |
| " 2                         | " " "             | 35.00                   |
| Quinta do Porto             | " " "             | 30.00                   |
| Dry No. 3                   | " " "             | 25.00                   |
| Quinta da Granja            | " " "             | 20.00                   |
| Tawny, 1887, Vintage        | " " "             | 15.00                   |
| Tawny, (White Label)        | " " "             | 14.00                   |
| Medium Tawny, (Brown Label) | " " "             | 13.00                   |
| Full Tawny, (White Label)   | " " "             | 12.00                   |
| White Wine, (Brown Label)   | " " "             | 11.00                   |
| White Tawny, (Brown Label)  | " " "             | 10.50                   |
| Light Tawny, (Brown Label)  | " " "             | 10.00                   |

## Intimations.

**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

CHURCHES BY APPOINTMENT TO HIS

EXCELLENCY THE GOVERNOR.

**WATSON'S**  
**BALSAM**

OF

ANISEED

is not a cure all, but -

IT DOES CURE -

A COUGH,

and that right speedily.

**A. S. WATSON & Co.,**  
LIMITED,  
**THE HONGKONG DISPENSARY.**

ALEXANDRA BUILDINGS.

Hongkong, 10th December, 1904. [32]

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(Wm. Powell &amp; Co.'s old premises).

SANDEMAN BUCK &amp; CO.'S

SHERRIES.

per dozen,  
quarts.

Sandeman's Light dry Sherry ... \$14.00

Sandeman's Very pale dry Sherry 20.00

Sandeman's Dry pale nutty Sherry 26.00

Sandeman's Fine old brown Sherry 39.00

Absolutely the finest obtainable in

Hongkong.

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 3rd December, 1904. [33-c]

**BIRTH.**  
At "Hey Tor," Grange Road, Singapore, on the 27th ult. the wife of A. M. McNEIL, of a son.

**MARRIAGE.**  
On Dec. 26, at Southport England, HARRY AUGUSTUS BRUNT (late of Penang) to JANE ELIZABETH OWEN, of Southport.

**DEATHS.**  
At South Sandlaw, Alway, on 30th. November, Captain JOHN CRUICKSHANK FOSTER, aged 61 years.  
FREDERICK CAMPBELL, late chief officer s.s. *Alaya*, died at General Hospital, Singapore, 28th Dec. 1904.

## The Hongkong Telegraph

HONGKONG, THURSDAY, JANUARY 5, 1905.

## RUSSIA AND JAPAN.

Now that the heroic defenders of Port Arthur have given up the struggle to retain possession of the stronghold, the question arises whether it might not be possible for Russia frankly to accept the fact that she has been beaten in a war, for which she was not prepared, and to agree with her adversary as to the conditions under which peace with honour may be brought about. For the past six months the general impression in St. Petersburg seems to have been that the fall of Port Arthur ought to end the war, but we have recently seen how impossible it is to give expression to that sensible opinion in the Russian Press. It is obvious that the people who have dragged the Tsar into a disastrous fight will strain every nerve to prevent the signature of a treaty of peace, in the hope that something may turn up to enable them to save their face. But whether peace is destined to come sooner or later, it has been publicly stated that the terms upon which Russia would be prepared to lay down her arms have been discussed. These are not specifically known, but they may be assumed from the correspondence which has since passed between various highly-placed authorities. It is said that the Tsar, and with him the Russian Government, would be prepared to recognise Japanese preponderance in Korea, on the conditions that the Russian commercial concessions in that country were allowed to remain as heretofore, and no restrictions were placed upon Russian commerce. Port Arthur and Dalny would be declared open ports, together with those already specified by the agreements between China and the United States and Great Britain, as far as Manchuria is concerned. Foreign Consuls would also be allowed at Antung and Mukden, but on condition that Russian dominion over all Manchuria was recognised by Japan, and confirmed by international agreement, to which China should be a party. The official opinion in Berlin is stated to be to the effect that these terms would not be acceptable to Japan, and this opinion is shared, according to the more enlightened officials in St. Petersburg; and, though it is impossible to define what the demands of Japan may be, she, as the victor up to date, would naturally claim much more than is represented in these Russian suggested terms. Whether there is any truth in the above statement remains to be seen, but there can be no doubt that sooner or later mediation will be employed to get the combatants together round a table to talk of peace. Neither can bring the other hopelessly to its knees, but there will come a time when, from the exhaustion of one party, or some other cause, it will become evident that nothing can be gained by further fighting, and then some suitable third party will step in to bring them together and thus mediate. One might guess that the end of the next campaign, if it is equally unfortunate for Russia, or if the Japanese capture Vladivostok and advance with a fresh army that side by land, and the great Manchurian waterways, on Harbin, then the Russians might feel the war to be lost, and the time for mediation to have arrived.

## THE PILOT SERVICE.

In our issue last evening we called attention to the alleged grievances of some of the local shipmasters in connection with the efforts now being made to establish a properly constituted pilot service in the Colony. It appears, however, that there is another side to the question, and one which has an important bearing on the matter as indicating the opposition against which the members of the projected Licensed Pilots Association have for long been contending. According to the President (Mr. N. C. Major), many of the English shipmasters are stubbornly opposed to the change brought about by the working of the Ordinance, with the result that, whenever possible, they rigidly avoid engaging a foreign pilot and are thus frequently put to considerable inconvenience, which it seems, they endeavour to lay at the door of those members of the service who have satisfied the board of examiners as to their qualifications. We are assured that, in some cases, they have even gone so far as to avoid duly accredited European pilots waiting at the Lyceum Pass in the hope of picking up members of the Chinese community

who had been employed in the service before the passing of the Ordinance, and who the shipmasters had been in the habit of engaging. This has frequently accounted for the fact of vessels steaming up as far as Kellat's Island before a pilot has got aboard. It was further pointed out to us that any complaint of ships being handled in an unseamanlike manner is entirely without foundation, and should be treated with the contempt which it deserves, having regard to the fact that no pilot is allowed to enter the service without first satisfying the board that he is a thoroughly competent man in all respects. Some of the large shipping firms, such as the Norddeutscher Lloyd, the Hamburg-America, the Norwegian line and others, are giving every possible support to the Association, and have had no cause to complain of the efficiency of the service which, although handicapped so far as the number of its members is concerned, is doing all in its power to meet the growing requirements of the port. It is a pity, however, that some of the English skippers cannot see their way to unite with them, and so bring the service to that high level of efficiency which it is the earnest desire of its energetic members to attain.

## LOCAL AND GENERAL.

The Volunteer dance will take place on Thursday, the 26th inst. Uniforms must be worn.

The English mail of the 3rd December was delivered in London on the 31st December.

KING Victor Emmanuel has conferred the Grand Cross of the Crown of Italy upon Mr. Pierpont Morgan for restoring the famous cope.

SENTENCE of death has, after three trials, been passed on Joseph Fee at Belfast for the murder of John Flanagan at Clones in April of last year. The final scenes of trial were very pathetic.

SIR John Gorst has stated that the whole agitation against him at Cambridge University is worked from London, and is part of the policy of Mr. Chamberlain's emissaries for undermining and ousting every M.P. who opposes Protection.

At the Supreme Court this morning, before the Chief Justice (Sir Henry S. Berkeley) and the Puisne Judge (Mr. T. Sercombe Smith) the hearing of the New Territory Land Court Appeal case, Tang Tsz U v. the Attorney-General, was continued.

MR. Tangford of the Imperial Chinese Customs Service has just made a big seizure of opium, near St. John's Island, one of the largest hauls we hear for a very long time. It is stated that the smugglers on finding themselves cornered, scuttled a junk, also supposed to have been stocked with opium, to evade capture.

THE executors of the late Mr. Brooke, proprietor of the *Japan Herald*, put up the paper to auction at Yokohama. The bidding started at ¥10,000 and reached ¥12,000. Mr. E. J. Moss offered the latter amount, but it was declined, the reserve price put on the property by the executors not having been reached.

THE following is the return of visitors to the City Hall Library and Museum for the week ending the 1st January, 1905:

|                  | Library | Museum |
|------------------|---------|--------|
| Non-Chinese..... | 266     | 105    |
| Chinese.....     | 65      | 1,248  |
| Total.....       | 271     | 1,353  |

FOR some days past a number of reports have appeared in Japanese papers to the effect that the Russian cruiser *Diana*, which took refuge in Saigon after escaping from Port Arthur, and was there disarmed, has been taking in coal with the object apparently of leaving the French port. We are in a position to formally contradict this rumour on the highest authority. —*Kobe Chronicle*.

AN accident which might have resulted disastrously, occurred in front of the Hongkong Hotel yesterday. A Chinaman was riding a bicycle in that haphazard way which is familiar to all people here, and he endeavoured to pass in Des Voeux Road between a tramcar and a "ricksha." Of course, he failed and the car was his field of battle. For he was caught there and thrown to the ground. Fortunately, Dr. Forsyth was present and he attended to the injuries of the unfortunate man, although these were not very serious. The bicycle, it may be said, was damaged beyond repair. The cyclist was conveyed to his own home.

LAST night the twentieth performance of "Ali Baba and the Forty Thieves," was given at the Catholic Union before a crowded and well-pleased audience. The object of the performance, as we have already pointed out, is the provision of Christmas treats for numerous old men and women, and it is gratifying to know that the efforts of the Committee in their laudable enterprise have this season been very successful indeed. The burlesque, which is one of the best known of the lighter work of the late H. J. Byron, went well and smartly from the rise to the fall of the curtain, the music being exceptionally well chosen and ably rendered by a competent string orchestra. The choruses are all tuneful, and well sung, and particularly good was the opening of the second act in the Robbers' Cave, when the music of the bandichorus from the "Pirates of Penzance" was interpolated. Some of the situations were very funny, and created roars of laughter. Only two more performances will be given, one on Friday evening and the other on Saturday afternoon.

## GALLANT RESCUE IN THE HARBOUR.

## CASE FOR THE HUMANE SOCIETY.

Dr. Foster's plucky action in the harbour last week, as already recorded in our columns, was again alluded to at the Magistracy this morning when Mr. H. J. Gompertz held an inquiry into the circumstances attending the deaths of Fung Su and Wong Fu Chi, whose bodies were recently found in the harbour after a launch and sampan had been in collision.

The following jurymen were empanelled: Messrs. A. F. Osmund, A. B. Fullerton, and Thomas Blair.

Mr. Basil Taylor sat as assessor, Mr. E. J. Grist, of Messrs. Wilkinson and Grist, watched the case on behalf of the owner of the *Wing Loi* and Inspector Langley was in charge of the case.

Dr. Macfarlane, Medical Officer in charge of the Mortuary at Kowloon, deposed that, on the 20th of December, he made a post mortem examination of the body of a Chinese male child, aged about one year, at the Yau-nai mortuary, and found that, in his opinion, death was due to asphyxia, caused by drowning. There were no marks on the body. He also made an examination this morning on the body of a Chinese male adult, Wong Fu Chi, and found that death in that case was also due to asphyxia caused by drowning. The body was considerably decomposed, and he could not say how long it had been in the water. The first body was quite fresh. The body of the child was not identified to witness by anybody. As regards the body of Wong Fu Chi, it was identified to him by the wife of the deceased.

Arthur Frost Foster, Assistant Health Officer, stated that about half-past three in the afternoon of the 28th December, he was in a launch on duty in the harbour, having just left the *Telemachus*. When about eighty yards from the vessel the coxswain of the launch called his attention to the fact that there had been a collision, and he saw some men and a woman dripping wet on the *Wing Loi*. Witness rescued one child and the coxswain said there were two more children in the water, under the overturned sampan. Witness had his clothes off by that time, and then he got into the water, and broke away part of the sampan to get underneath. It was already partly broken through the collision with the launch, and eventually he got the two children on to his launch. The younger child was dead, but the elder one witness resuscitated. He also attended the first child which had been picked out of the water. He then steamed back to the *Telemachus*, taking the two patients and leaving the living children on the *Telemachus* in charge of the second officer, he went away and continued his work. The *Telemachus* then hoisted the police flag and the two children were removed by the Water Police to the hospital.

TO the Court:—It was difficult to extract the children, as they were wedged in by the wooden seats and boards, and after having them once in his hand he lost them, through a blow on the shoulder, caused probably by the men on the launch trying to hook on to the drifting sampan. Witness did not become unconscious. The youngest child was strapped on the back of the eldest.

The master of sampan No. 3,083 stated that on the afternoon of the 28th ult. the steam launch *Wing Loi* ran into the sampan, when off Jardine's Wharf. He saw the launch suddenly behind him, about three lengths away, and had no time to do anything, though he tried his best to get out of the way.

With models witness here showed the positions of the two boats, and explained that when he first saw the launch it was right astern. In front, on the port side, was a launch towing another cargo boat, going in the same direction. He altered his course on account of the launch behind him, to keep clear of her. If he had not done so the whole sampan would have been smashed up. He had nine male passengers on board besides his wife, three children, aged eight, five, and one year respectively, and himself. When the collision occurred the boat was overturned, and they were all thrown into the water. He tried to right his boat but did not succeed. He did not get any of his children out himself. To the jury: The children were exposed; they were not under any planks. There were only two people on board to manage the boat—himself and his wife. He did not know how many passengers he is allowed to carry. He had lost his licence in the collision.

TO the Court: His children got out when the boat was righted. It was a fact that the boat was not righted for an hour. Witness got an hour in the water. Witness got the first child, Yeung Li, out and put her on the *Wing Loi*. The others were rescued not long after the first.

TO the jury:—Witness did not consider the collision was due to his neglect at all. A jurymen: I don't think this witness is telling a true story at all.

Mr. Grist submitted that there was now sufficient evidence before the Court to make the blame clear as to the part of the sampan, and not on the launch, inasmuch as the sampan altered her course instead of keeping on his way.

The jury elected to hear further evidence, and Walter Cyril Weston, formerly second officer of the *Telemachus*, said he did not see the actual collision, but he saw the sampan and launch immediately after. He saw Dr. Foster stripping in his launch, and witness went off in the ship's sampan, and received the children on board. Dr. Foster was quite twenty minutes in the water, most of the time underneath the sampan. He ran considerable risk of being entangled in the sampan's gear. It was entirely due to the doctor's exertions that the children were saved, and there was the added danger from the boat-hooks the other men on the launch were jabbing about the overturned sampan.

In directing the attention of the jury to the evidence already adduced, His Worship said he would call special attention to the testimony regarding the action of Dr. Foster, to whom alone the child saved owed its life, and whatever their finding in the case might be, he hoped they would add a recommendation of the services and exertions of the doctor, in order that it might be forwarded through the proper channels to the Humane Society.—The case was then remanded till half-past ten o'clock to-morrow morning.

The master of the *Wing Loi* has been placed under arrest.

## HONGKONG VOLUNTEER RESERVE ASSOCIATION.

## THE RIFLE PRACTICE.

Following are the scores, 30 and over, made at the rifle range on the 2nd and 3rd insts. Mr. W. H. T. Davis, the hon. secretary, informs us that the King's Park range will be open again for shooting on Saturday next, the 7th inst, from 2 to 4 p.m.: Rifles and cartridges can be obtained on the range.

Cameron, Allan 32, 32  
Brett, C. W. 46, 39, 31, 42, 31  
Grist, E. J. 30  
Slade, H. W. 31  
Slade, M. W. 45, 44, 47, 47  
McKenzie, A. 31, 41, 41, 31  
Bowley, F. B. L. 30  
Douglas, J. 34, 40, 39, 31, 35  
Farrell, W. A. 34, 35, 37, 37, 40, 43, 43, 39, 35, 37  
Fisher, F. 36  
Wilkinson, C. D. 39  
Stabb, N. J. 32  
Luyers, C. B. 30  
Hewitt, E. A. 31  
Capt. Barnes-Lawrence, R.N., 30  
Hastings, C. A. 33  
Goodfellow, Wm. 44, 33, 43, 36, 44  
Lewis, L. S. 34  
Pinckney, H. 30, 31, 42  
Brown, A. 37, 37, 39  
Dougherty, E. 34, 43  
Davis, W. H. T. 33, 34  
Dr. Koch, 30  
Scott, C. R. 32  
May, G. H. 38, 45, 31  
Dr. Atkinson, 43  
Maitland, F. 31, 33  
Rankin, J. 30  
Owen Hughes, J. 31, 32  
Rev. C. H. Hickling, 32  
Bird, R. E. O. 32, 46, 31  
Sykes, H. 32  
Gompertz, H. B. 31  
Irving, E. A. 39, 40

## WATER POLICE CONCERT

## AT TSIM TSA TSUI.

Last night the Tsim Tsa Tsui Police station presented a very gay and lively appearance, the occasion being a smoking concert given by the Water Police in the hall of their quarters. This, together with the approaches, had been most tastefully decorated and draped with bunting, garlands and flowers. The flags of all nations were displayed to advantage around the walls of the concert room, the whole effect showing great taste, and reflecting every credit on the committee. Refreshments were served in the dining-room, and were done full justice to, while the "soothing-weed" was everywhere in evidence. The walls here bore many amusing placards about "Bobby" and his duties and troubles, while over the stage was a large shield bearing an inscription of "Welcome to our Captain and his lady." The Chair was taken precisely at half-past eight o'clock by Mr. E. R. Hallifax, who was supported by Mr. F. J. Badeley, Captain Superintendent of Police, Mr. H. G. Baker, Chief Inspector, Inspector A. Langley, and Mr. C. D. Melbourne, and there were besides nearly two hundred guests present. Inspector Langley acted as President, and the committee were Messrs. Clemson, Davis, Jackson, Atlee, Edwards, Bird, and Taylor, with Sergeant Boole as Secretary. In opening the proceedings, Mr. Hallifax wished all present a "Happy and prosperous New Year," and asked the guests to look at the length of the programme—there were 34 items altogether—and therefore to forbear from *encores*; but, in the result, this request was entirely disregarded, *encores* being numerous, which kept the function going till nearly three o'clock this morning, many guests electing to stay the night on the Kowloon side, but few leaving to catch the last ferry. Those taking part, vocally or instrumentally, were Messrs. Morris (piano), Elms, Don Caesar, Walslow, Rogers, Clarke, James, Oxberry, Cullen, Ray, Street, "The Two B's," Bonner, Thomson, Burnett, and Wolfe, (songs), Jenkins (piano and violin), and Clarke and Bonner (amateur actors). The honours were certainly equally divided, but perhaps a special word may be given to Mr. Clarke for his "Still I breathe," and "Silly Sailor's Song" which were capitally given, Mr. Cullen for his selections which were excellently rendered, he being in fine voice, though his selections were pitched a trifle too low for his voice. "The postman's knock" was a reasonable selection by Mr. Street, while the "Two B's" were brimful of fun and frivolity in their funninesses. The inimitable Mr. Harry Wolfe was great to "I'll stick to the ship," and sang and acted well. Mr. A. P. Langley, who was not down on the programme, gave several fine selections, in place of some who were unable to be present. The "Scape grace," as interpreted by Mr. Ray, was an attractive item, while Mr. James' "Sleeping" convulsed the audience. Mr. Burnett was very good in his rendering of "Everybody notices me," but was not quite so happy in his other selection, "The Sermon on the Mount," which, while amusingly delivered, is not quite the style of entertainment for any function. The Police are to be heartily congratulated for providing such a pleasant evening.

## THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 5th at 11.55 a.m. The barometer has risen slightly in eastern Japan, but has fallen at all other stations.

Gradients are slight on the eastern coast of China, the monsoon for the present being quite interrupted light variable winds may be expected over the whole of that area. There is still a moderate gradient to the southward and moderate E to NE winds may be expected in the northern part of the China Sea.

Forecast:—Light E winds, fine.

## TELEGRAMS.

## THE WAR.

## JAPANESE IN PORT ARTHUR.

TWENTY-THOUSAND RUSSIANS SICK AND WOUNDED.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram:—

Tokio, 4th Jan., 9.20 p.m.

The Port Arthur Army reports that order was maintained in the town.

The population is estimated at 10,000 civilians and 25,000 combatants whereof 20,000 are sick and wounded.

There are some provisions, but the sanitary materials are exhausted.

The Japanese are busy in giving aid.

## FORTS HANDLED OVER.

Tokio, 4th Jan., 11.40 p.m.

General Nogi reports that Itsuman and other forts were delivered to us at 1.30 p.m. as guarantee of the capitulation.

## NEW PEAK TRAMWAY.

## PLANS PREPARED.

Plans showing the proposed route of the projected new tramway to the Peak have now been deposited with the Director of Public Works, and from them some idea of the district to be traversed may be formed. The line will start in Ice House Road where there will be a station somewhat similar to that of the existing Peak tramway. From Ice House Road to Glenelly the tramway will follow practically a straight route. It crosses Albert Road, probably by a bridge, 14 feet high.

## THROUGH THE GARDENS.

The line enters the Public Gardens at the spot known as the Plantation and continues its direct route until it comes to the district bounded on one side by Sir Paul Chater's new house and on the other by the Royal Engineers' mess. There it enters the ravine— which is at present crossed by telephone lines and electric cables—and branches off to the left. The Peak terminus will be near the Police Station and practically adjoins the stationing point of the present Peak tramway. As already stated the new tramway will cross several roads on its way to the Peak and these will be bridged, so that in that respect there will be no disturbance of the existing communications.

## FERNERY MAY BE SPARED.

The main question, however, is the journey through the Public Gardens. According to the plans there may be several tunnels in the Gardens, so that there is a prospect of the Fernery and the pine plantation being preserved. However, there is no certainty on this point. The Public Works Department point out that if the plantation or part of it has to go, on account of the new tramway, there are plenty other spots which can be beautified and converted into plantations to please the eye of the aesthete. The new line, if adopted in its present form, will open up one of the finest residential areas in the Peak district. At present but sparsely occupied with private dwellings, owing partly to the difficulty of getting there, and partly no doubt to the expense necessarily incurred by those who have to make daily trips to these somewhat inaccessible heights, the projected line would at once clear away these obstacles.

## A PUBLIC BENEFIT.

Hongkong becomes more and more congested every day, as new tenement houses spring up in the city, and people of the middle class have to look further afield for habitations which will be within distance of Victoria without being expensive. To those of limited means the question of house-room is ever growing more difficult of solution, but should this tramway scheme be carried through to a successful conclusion great part of the difficulties now being experienced will be overcome. The plans will, of course, be presented to the Legislative Council for their adoption.

A LONDON correspondent learns upon excellent authority that an important agreement has been practically arrived at between the British and Portuguese Governments, which, when concluded, will have the effect of relieving British commerce in Portugal and the Portuguese colonies from many exactions to which it is now subject in the way of special tariffs and the like. The details have yet to be finally worked out, and that process will probably occupy some time; but it should prove one of the most pleasing features of the visit of King Carlos to England that an agreement of the kind indicated had before his departure been in principle arrived at.

## SHIPPING AND MAILS.

## MAILS DUE.

Indian (*Namsang*) 10th inst.  
American (*Siberia*) 14th inst.  
Canadian (*Empress of India*) 16th inst.  
Canadian (*Tartar*) 27th inst.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Vancouver at 2.30 p.m., on 4th inst.

The Glen Line s.s. *Glenroy* from London &c., left Singapore this morning, and may be expected here on 11th inst.

The C. P. R. Co.'s s.s. *Athenian* arrived at Nagasaki at 9 a.m., on 3rd inst., and left again at 7 a.m., Wednesday, for Kobe where she is due to arrive at 2 p.m., on 5th inst.

The P. M. S. S. Co.'s s.s. *Siberia* with mails, &c., from San Francisco to the 17th ult., via Honolulu, has arrived at Yokohama, and leaves for this port to-morrow morning, via Inland Sea, Kobe, Nagasaki and Shanghai and is due here on 14th inst.

## TELEGRAMS.

[Reuter's.]

## The Russian Baltic Fleet.

LONDON, 3rd January.

Admiral Rozhdestvensky's squadron anchored yesterday at Santa Marie in Madagascari. All the ships are in excellent condition in spite of violent storms encountered after leaving the Cape.

## The Fall of Port Arthur.

There is a consensus of opinion in diplomatic circles that the fall of Port Arthur will only prove a fresh incentive to renew the struggle in the most vigorous manner; that Russia will not spare her efforts to recapture the fortress or compel submission indirectly; the only reservation is the internal condition of Russia which is a dominant factor in the situation.

LATER.

All comment in Europe and America agree that the fall of Port Arthur concludes a military drama which for the valour and the achievement of the victors, and the heroism and devotion of the vanquished, stands unparalleled in warfare. There is a consensus of opinion that the war will continue unabated. The fall of the fortress is not known to the public in St. Petersburg, hitherto it has only been known to the official world and restricted private circles.

## The Reports of Intervention by the U. S.

Vienna, 26th December.

President Roosevelt has made the following statement to a European Ambassador:—"I earnestly hope that the war in the Far East may soon come to an end, but the time is not yet ripe for the tendering of advice to the belligerents by a third party. In my own opinion, the fall of Port Arthur, which is the chief object of the conflict between Japan and Russia, will supply the best opportunity for mediation. Considering the internal condition of Russia, it is not likely that her Government will offer objections to a termination of the war."—*Mainichi*.

## SHIPPING JETSAM.

We understand that the s.s. *Sanni* collided with a junk near Kowloon during her present trip, but no particulars are as yet to hand.

The s.s. *Courfield* is expected to sail on Saturday next for Cheloo and Chinwantan, to load a further lot of coolies for Durban direct.

The s.s. *Linton* has been temporarily taken off the Hongkong-Wuchow run, and is at present plying between Canton and Wuchow. This is to permit of two of the vessels on the last-named line going into dock.

The s.s. *Swanley*, which was wrecked on Seraila Island, on her way with coolies for South Africa, and which was subsequently taken to Singapore, and there docked and repaired, left the latter port on Tuesday, and is expected here on or about the 10th inst.

Captain Bright of the s.s. *Chu Kong*, arrived at Kowloon, on the West River, four days ago, just as three pirates were about to be executed. The decapitations took place on the beach, and although witnessed by an enormous crowd, there was no disturbance, and the trucks were left lying in the open all day.

Three vessels of the same type as the *Prinz Eitel Friedrich*, which passed through Hongkong recently, are now on the stocks and are expected to be launched some time this year. These are destined to take the places of the *Preussen*, the *Sachsen* and the *Bayern* in the Far Eastern passenger trade.

## CONDITIONS IN NORTH KOREA.

The *Korea Review* prints a communication from a correspondent in North Korea describing the unfortunate conditions under which the Koreans labour there. The correspondent says:—

Ever since the gathering of the *Tonghak* in all the country-seats of North Pyeng-yang Province on October 8th they have been searched for by the "hunter police" in a most relentless way, and all for the sake of a "squeeze." It has gotten to such a state that in some sections the country houses are deserted, and everywhere, as a result of *Tonghak* persecution and forced labour on the railroad, harvesting has been much delayed. The work on the railway all the way up from Seoul, wherever I saw it on my overland trip, was well advanced, and with the exception of the bridges over the big streams I should think they could have it operating to Pyeng-yang this winter as they claim. The grades in some places are tremendous, especially over one hill in Chung-wha. The labour question is a bad one, however, and the Japanese have won the most universal and bitter hatred of the Koreans. The policy seems to differ every few miles according to the whim of the man in charge. In many places there is no pay and in others only a very small wage. The worst thing I have heard of the Japanese doing was the burning of a whole village of eighteen houses near Wiju as the result of a small fight caused by the unjust demands of one of the villainous Korean interpreters. Only four or five of the owners were involved in the trouble. Three or four hundred troops were sent over from Antung to burn the village. This seizing of large sections of land for their new ports, notably on the east bank of the Ta-dong River above Chinnampo, also thirty li from Anju and thirty li from Pakchun, with absolutely no pay for the land, is nothing better than common stealing." The *Review* observes that while the underlying principle of Japanese action may be all right, the methods they use to carry them out are sometimes open to grave question.

## DOUGLAS STEAMSHIP COMPANY.

A SHAREHOLDER'S CAUSTIC CRITICISM.

It was recently stated that the Douglas Steamship Company had decided to build a new steamer in England and that the Company's chief engineer would proceed home in order that he might superintend the work. As the result of that announcement, some of the shareholders in the Douglas Steamship Company have been expressing their views vigorously, although quietly. One of the most prominent shareholders stated to a representative of the *Hongkong Telegraph* that the Company should have been wound up long ago. "I tell you candidly," he remarked, "the sooner the Company is wound up the better. To buy a new steamer is only embarking fresh capital on a concern which we can all clearly see does not pay; whether that is owing to the large commission the general managers receive or whether it is general decay in business owing to the competition, is for the shareholders to judge themselves.

"As a shareholder I say I am dead against the continuation of the Company. I can do better with my money than put it into the Douglas Steamship Company especially in these days. There have been chances of falling into line with the Japanese and working together thereby keeping up freights to a fairly remunerative figure. All these offers which the Douglas Steamship Company have had from the Japanese have been tabooed. The Company seems to think they have a right to run steamers between Hongkong and Foochow to the exclusion of all others, which, of course, might have been all very well when Douglas, Lapraik & Co. were started, say, about fifty years ago; but there are no exclusive rights nowadays, either for coasting steamers or ocean-going boats; they have all to take their chance against the competition of the world. Finally, I would say that, if the Douglas Steamship Company had sold all their steamers, there would have been a better return to the shareholders. The shares have been going down steadily through want of confidence and they seem likely to continue on the downward track. I have no hesitation in saying that is not only my own view; it is the view of the majority of the shareholders.

## BOOKS IN BRIEF.

Although the Yuletide has come and gone, and the New Year festivities have concluded there are many souvenirs of the merry season that has passed which will long be retained. Among these must be numbered the Christmas edition of the *Shanghai Bund*, which is on sale locally at the modest price of a dollar. There is an old song to the effect that one must not judge the contents by the label on the box, and applying this to the cover of the production of the Oriental Press the truth of the assertion will, we think, at once be made manifest. The design is artistic, but the colouring too gaudy. Nevertheless, it is bound to attract attention and when the page is turned over and we come to the reading matter the merits of the volume are readily seen. In fact, we do not remember having come across such an elegant and interesting Christmas number before, and exiles from home should lose no time in securing a copy if they are desirous of spending a few happy hours with a budget of light, fascinating reading. Hongkongites should be interested in an article on racing in old China times, in which Mr. J. E. Lemere furnishes extracts from the *Canton Register* of the Macao Races of 1829, or in Mr. W. J. Turnbull's account of cricket in Shanghai, a chat with Mr. Marshall P. Wilder, the production of Old Heidelberg by the A.D.C., and the art of Daphne Pollard. The book is beautifully illustrated, and a credit to the editor and publisher alike.

We have to acknowledge with thanks the receipt from Messrs. A. & C. Black (London) of copies of *Who's Who, Who's Who Year-Book*, 1905, and the *Englishwoman's Year-Book*. The first of these, published at 7/6 net, contains over 17,000 biographies, is the most compendious book of reference issued, and the only work that supplies a comprehensive key to the prominent personalities of the hour. The *Who's Who Year-Book* is made up of the tables which were formerly such a popular feature in *Who's Who* itself. Many new ideas have been introduced into the volume for 1905, and it would be difficult, indeed, to find a better work where information can be seen literally at a glance. It is priced at a shilling, net. The *Englishwoman's Year-Book and Directory* is a bureau of information containing a marvellous amount of valuable matter relative to women's employment and professions, sports, pastimes, and in fact everything that even the most versatile of modern women may wish to look up. The price of the work is 2/6 net, while its value is inestimable.

## MADAME STOESEB'S APPEAL.

M. Perloff, the millionaire tea merchant of Moscow, has received the following letter from Mme. Stoesel, dated Port Arthur, October 24: "I send you this sheet of paper, from which you will see that our business is to take care of and assist our poor defenders of Port Arthur. We cannot collect much money here because there are very few of the inhabitants who are able to give anything. I appeal through you to that good, generous Moscow, that always answers an appeal for those in need. Be so good as to collect something among your rich men, and send us a draft through the Russo-Chinese Bank in my name. We shall do what we can now, and at the end of the war they will be sent to Russia. There are some who have lost both arms, some who have lost either an arm or a leg, some without eyes, some wounded in the spine who will remain cripples throughout their lives. There are many, many unfortunate people. Help us, dear Sir. You have always been good and kind. Others will follow your example. My husband greets you and sends compliments. When the war ends we shall see each other in Moscow.—Yours faithfully, VERA STOESEB."

## RECEPTION OF THE JAPANESE ADMIRALS.

ENTHUSIASTIC SCENES AT KOBE. THE ARRIVALS AT TOKIO.

Hio-go and Kobe were just bubbling over with excitement yesterday afternoon, on the occasion of the two naval heroes passing through from the west to visit His Majesty the Emperor, says the *Kobe Herald* of 30th ult. At Hio-go Station a big crowd had collected, and the place had been decorated with lanterns and flags. On the platform, the employees of the Sanyo Railway and Kanaguchi Spinning Companies, as well as members of the Rice and Stock Exchanges, had assembled, and must have numbered several hundred. The train (due at Kobe station at 5.21 p.m.) steamed in a few minutes later, and this was the signal for the band striking up, and for everyone to shout "Banzai!" The famous Admirals Togo and Kamimura, together with their staffs, and several members of Admiral Kamimura's family, were spotted at once and a rush was made to get a better view. The Admirals acknowledged the applause by repeatedly bowing, and this was kept up for the three or four minutes the train remained at the station.

From Hio-go to Kobe, crowds lined either side of the railway, and there was one continuous roar of welcome. Kobe Station was densely packed with thousands of people, though there was very little decoration, and had it not been for Mr. Church, who had hired Izzetti's Band for the occasion, there would have been no music, except that supplied by the Bands which had entrained from Hio-go Station. It had been arranged that the naval party should spend the best part of an hour at the station before proceeding westward, and in consequence many of the leading Japanese, together with a few representative foreigners, were among the crowd on the platform. For a few minutes it looked as if the Admirals would be in danger of being crushed, so eager were the people to approach, but eventually a gangway was cleared, and led by the Governor and escorted by a force of police, the distinguished group made for the Jiutei Restaurant and went upstairs.

The station presented a wild scene at this time. The bands were playing and the police abandoned all attempts to keep the crowd in any sort of order; fences were climbed and people perched themselves on anything from which a better view might be obtained. Hats and handkerchiefs were waved and the crowd surged to and fro, wildly shouting their delight. The comparative seclusion of the upstairs portion of the restaurant must have seemed to the Admirals like a port after a storm; but the Kobe people, knowing that less than an hour remained determined to lose no time, and an informal reception was at once started. Admiral Togo stood at one end, with Vice-Admiral Kamimura close beside him—and the people passed before them. The Japanese bowed low, each salutation being acknowledged individually, while the foreigners were honoured by a handshake from each Admiral.

Among the prominent officials and members of the community present, we noticed Governor and Mrs. Hattori, Chief-Justice Tamura and Messrs. H. Jomari, Nagai, Eugene Gill, T. Okada, Groom, Hunter, Bardens, Penney, and many others. Several ladies, both Japanese and foreign, were among those who offered their congratulations. Most of the people, just passed on after making a few conventional remarks, but in some cases, where a former acquaintanceship was claimed, the opportunity was taken to give expression to the respect and admiration with which everyone regards two such gallant defenders of the honour of the Empire. The *Yushu Nippo* representative inquired of Admiral Togo how long he intended to stay in Tokyo, but was informed that it remained entirely with His Majesty the Emperor, and Admiral Kamimura answered to the same effect. The *Mainichi* representative was told by Admiral Togo how much he appreciated the warmth of the reception which had been accorded him, but he asked that any money which it was intended to lavish on his entertainment should be handed over to the funds organized for relieving the soldiers' families, so that the men might feel assured their dear ones would not be neglected by the nation. Several bouquets and baskets of flowers were presented by the ladies, and were smilingly received.

Both Admirals looked in the pink of condition; and the impression one formed of Togo was just what one might have gathered from his pictures. Placid and courteous, the man who has broken up a mightier combination of warships than almost any other admiral in the history of the world, bowed low repeatedly in acknowledgment of the "Banzai" which were roared out all along the platform as he walked slowly with uncovered head from the restaurant to the railway carriage. Kamimura, a good head taller than his chief, and with a general smile on his face, seemed to enjoy the unusual scene as he scanned the dense crowds all round. Both officers were in undress naval uniform, and Admiral Togo was wearing the Order of the Rising Sun.

The train moved off at a quarter past six, and this again was the signal for a renewed outburst of enthusiasm. Several rockets were sent up, and the streets on either side of the line between Kobe and Sannomiya were decorated with lanterns, hung from almost every building. A Tokio message to the *Kobe Shinbun* states that Admiral Togo and Vice-Admiral Kamimura arrived at Shimabashi Station this morning at 9.30. Making their way with difficulty through a crowd numbering tens of thousands, most of whom had awaited their arrival since the early morning, they left the station and entered a carriage specially provided by the Naval authorities, in which they proceeded, via the Ribiya Park, to the Naval Department. After staying there for a short time, in the course of which the toast of their health was cordially honoured by the assembled officials, they proceeded at once to the Palace, where they were received in audience by the Emperor.

## RAUB REPORT.

The General Manager's report for the month ending 3rd December, to the Chairman and Directors of the Raub Australian Gold Mining Co., Ltd., is in the following terms:—

Gentlemen,—I beg to submit my monthly report on your mining and milling operations. The mine measurements, and assay results of prospecting work, prepared by the mine manager, show a total of 232 ft. for the period (four weeks) under review, made up of 37 ft. sinking, 95 ft. driving, and 100 ft. crosscutting, as against a total of 271 ft. for the previous four weeks.

## MINES.

New Main Shaft.—The headgear is now completely finished and equipped, and for the bob foundations 125 cub. yards of excavation have been made.

Koman Main Shaft.—This has been sunk 11 ft., making the total 15 ft. below the 440 level and 455 ft. from the surface. This has been suspended while proceeding with the crosscut East.

440 Level Main Crosscut East.—Here 11 ft. has been advanced, and a body of mixed lode matter about 4 ft. thick has been passed through. It is worth 1½ dwt. per ton, and is probably a portion of the footwall of the main lode.

340 Level North.—This has been driven 13 ft., bringing the total to 368 ft. north of the shaft. The lode averages 180 in. in width and 1½ dwt. per ton in value.

340 Level North.—Drive on hanging wall lode:—A further 5 feet has brought this total to 19 ft. The lode averaged 36 in. and was worth ½ dwt.; but it has entirely disappeared and work here has been stopped.

340 Level North. No. 1 Winze.—This has been sunk 9 ft., making the total depth 35 ft. The lode in sight is about 38 in. thick and worth 1 dwt. It continues to be very wet.

340 Level South.—We have extended this 5 ft., bringing the total 335 ft. The lode is 46 in. wide and worth ½ dwt.

340 Level South, No. 1 Winze.—Here 17 ft. has been sunk, the total now reaching 50 ft. The lode is 14 in. wide and assays 1½ dwt.

240 Level North.—This has been advanced 17 ft., making the total driven on the lode since it was recovered 61 ft., and the distance from Koman Shaft 757 ft. The width of the lode is about 54 in. including some slaty matter, and the value is 1½ dwt.

240 Level North: Drive South from crosscut off No. 1 Winze.—Here we have driven 8 ft., bringing the total to 79 feet. The lode is 49 in. wide and assays 6 dwt. The winze has been connected to a cross cut by driving 4 ft., and stoping underhand has been commenced. Efforts are being made to intersect the orebody above and below this point.

240 Level North, Drive on Hanging Wall Branch.—This has been advanced 8 ft., making 24 ft. in all. The lode is about 74 in. wide and almost barren.

140 Level North, cross cut No. 2 East.—An addition of 8 ft. makes this total 68 ft. No further ore bodies having been struck, this is now stopped.

140 Level North, Drive South off No. 2 cross cut.—Here 31 ft. has been driven, bringing the total to 45 ft. The lode is 70 in. wide and worth 2½ dwt. per ton.

140 Level North Drive North No. 2 cross cut.—This has been extended to 12 ft. in all. The lode is 68 in. wide and worth 2½ dwt.

Cross-cutting for Stope filling.—81 ft. of this work has been done.

Stopes.—Milling stone is being raised from the following stopes:—

Above the 340 Level: 2 stopes; lode 117 in. wide and worth 4 dwt.

Above the 240 Level: 4 stopes; lode 84 in. wide and worth 4 dwt.

Above the Intermediate (200) Level: 1 stope; lode 66 in. wide and worth 1½ dwt.

Plant and Machinery are as usual.

## MILLING RETURN.

Milling Return for month ending 3rd December, 1904.

Stamps working:—40.  
Period of work:—28 days, less lost time 26 hrs. 18 min. (1.09 day), of which 1½ hrs. was due to Sempam, and the remainder to clean-ups and repairs.

Ore milled:—3,450 tons, from B. Koman, plus 11 tons, blanketing.

Mill duty:—3.33 tons per stamp per 24 hours.

Amalgam yield:—1,131 oz. giving 435 67 oz. melted gold=33.18 %.

Bullion yield:—2.51 dwt. per ton=68.02 % contents.

Mercury loss:—3.62 lb. per 100 tons milled=4.16 oz. per oz. bullion.

Tailings assays:—1.18 dwt. per ton=31.98 % contents.

Bullion fineness:—Average 928.48=78/10.53.

Estimated Cost Sheet for month ending 3rd December, 1904.

|                           |             |
|---------------------------|-------------|
| Salaries                  | \$1,754.89  |
| Development               | 1,156.00    |
| Wages (Ore raising)       | 6,104.25    |
| Surface                   | 3,204.55    |
| Timber, fuel and charcoal | 10,564.30   |
| Stores                    | 934.75      |
| Royalty                   | 2,098.34    |
| Royalty                   | 438.40      |
| Petries                   | 138.09      |
|                           | \$19,160.75 |

Cost per ton \$5.57=2.71 dwt.

Expenditure on capital acc:—

|                               |            |
|-------------------------------|------------|
| Plant and machinery (Cyanide) | \$2,844.05 |
| do. (Mill)                    | 66.35      |
| do. (Mile)                    | 162.60     |
| do. (Sempam)                  | 25.00      |
| do. (Sold)                    | 3.75       |
| Development                   | 1,156.00   |
| Buildings                     | 76.00      |
| New main shaft                | 6,941.82   |

C. G. WARMFORD LOCK, General Manager.

## UNEMPLOYED EUROPEANS.

The Rev. J. H. France begs to acknowledge in response to his letter the following donations:—

|                                |       |
|--------------------------------|-------|
| Amount previously acknowledged | \$322 |
| Per B., and donation           | 89    |
| Diogenes                       | 1     |
|                                | \$408 |

## HOCKEY.

The following will represent the Hongkong Hockey Club v. H.M.S. *Hogue* to-morrow afternoon, on the Club Ground at 4.30 p.m.; the Club to play in white:—Goal: C. A. Denman, backs: Eng. Lt. Pullblank, R.N., and T. C. Gray; halves: P. K. Knyvett, C. P. Chater (Capt.), and Lt. Wilson, R.N.; forwards: H. G. C. Bailey, R. F. C. Master, A. B. Ogil, R.N., A. R. De Vaulle, P.N., and W. W. G. Ross.

## HONGKONG CRICKET CLUB vs. THE NAVY.

The following have been chosen to represent the Club against the Navy on Saturday the 7th instant. Play commences at 11.30 a.m.:—R. Hancock, H. Hancock, Wm. Dixon, T. S. Smith, A. G. Ward, R. E. O. Bird, T. E. Pearce, C. H. Mackay, W. Daniel, Lt. Ainsy, and Lt. Heath.

## To-day's Advertisements.

## WANCHAI STORING CO.

FROM 1st January, 1905, we have Ceased to be AGENTS for the above Company. SHEWAN, TOMES & Co. Hongkong, 5th January, 1905. [99]

## "SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA. THE Company's Steamship.

## "DENBIGHSHIRE."

Captain W. A. Evans, will be despatched for the above Ports on or about SATURDAY, the 14th instant.

This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 5th January, 1905. [100]

## THE AMERICAN &amp; ORIENTAL LINE.

## FOR NEW YORK.

THE Steamship "CROYDON" will be despatched for the above Port on or about SATURDAY, the 14th instant.

For Freight, apply to ARNOLD KARRBERG & Co., Agents.

Hongkong, 5th January, 1905. [102]

## NOTICE.

I have this day Resigned Charge of the HONGKONG BRANCH.

E. W. RUTTER, Manager.

Hongkong, 5th January, 1905. [103]

## NOTICE.

THE MEETING OF THE KOWLOON PIGEON CLUB advertised for the 4th instant has been postponed till WEDNESDAY NEXT, the 11th instant, when it will be held at the KOWLOON HOTEL, at 9 P.M.

All interested in Pigeons are invited. Particulars will be published after the meeting.

R. DAVID, Hon. Secretary.

Kowloon Hotel, 5th January, 1905. [104]

## NIPPON YUSEN KAISHA.

(TRANS-PACIFIC SERVICE).

FOR VICTORIA, B.C., AND SEATTLE, WASH., VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

THE Company's Steamship "IYO MARU."

Captain S. J. G. Parsons, will be despatched as above, on FRIDAY, the 27th instant, at 4 P.M.

For Freight or Passage, apply to the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 5th January, 1905. [94]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Imperial German Mail Steamship "BAVERN."

of the NORDDEUTSCHER LLOYD, Captain H. Förmes, will leave for the above places, TO-MORROW, the 6th inst., at 9 A.M.

NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 5th January, 1905. [3]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship "BAVERN," of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 o'clock, THIS AFTERNOON.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 11th instant, at 9.30 A.M.

All Claims must reach us before the 16th of January, 1905, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD. MELCHERS & Co., Agents.

Hongkong, 5th January, 1905. [3]

## To-day's Advertisements.

## GOVERNMENT BILLS.

TENDERS for SPECIE, BRITISH and MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M., on the 9th January, 1905.

The Tenders to state the total amount (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "Tenders for Government Bills."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

F. H. HAYNES,

Colonel, A. F. D.,

H.M. Treasury Chest Officer,

His Majesty's Treasury Office,

Fletcher Street,

Hongkong.

Hongkong,

## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

| FROM                  | STEAMERS     | DUE                |
|-----------------------|--------------|--------------------|
| GLASGOW and LIVERPOOL | "WRAYCASTLE" | 5th January, 1905. |
| GLASGOW and LIVERPOOL | "GLAUCUS"    | 6th January, "     |
| GLASGOW and LIVERPOOL | "AJAX"       | 14th January, "    |
| GLASGOW and LIVERPOOL | "TYDEUS"     | 16th January, "    |
| GLASGOW and LIVERPOOL | "PAKING"     | 25th January, "    |
| GLASGOW and LIVERPOOL | "IDOMENEUS"  | 26th January, "    |
| GLASGOW and LIVERPOOL | "PROMETHEUS" | 31st January, "    |

S.S. "GLAUCUS" left Singapore on the afternoon of the 28th ult., and may be expected to arrive here about the 6th inst.

**HOMEWARDS.**

| FOR                          | STEAMERS    | TO SAIL        |
|------------------------------|-------------|----------------|
| AMSTERDAM, LONDON & ANTWERP  | "HYSON"     | 17th January.  |
| * GENOA, MARSEILLES & L'POOL | "HECTOR"    | 20th January.  |
| AMSTERDAM, LONDON & ANTWERP  | "PRIAM"     | 31st January.  |
| AMSTERDAM, LONDON & ANTWERP  | "GLAUCUS"   | 14th February. |
| * GENOA, MARSEILLES & L'POOL | "AJAX"      | 20th February. |
| AMSTERDAM, LONDON & ANTWERP  | "IDOMENEUS" | 28th February. |

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR STEAMER TO SAIL

VICTORIA, SEATTLE, TACOMA, and  
all PACIFIC COAST PORTS, via  
NAGASAKI, KOBE and YOKOHAMA.

"TYDEUS" 27th January.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 5th January, 1905.

## CHINA NAVIGATION CO., LIMITED.

| FOR  | STEAMERS  | TO SAIL      |
|--|-----------|--------------|
| NINGPO and SHANGHAI  | "KWEILIN" | 6th January. |
| SHANGHAI   | "PAOTING" | 6th "        |
| SHANGHAI   | "HUPU"    | 6th "        |
| SHANGHAI   | "WUHU"    | 7th "        |
| MANILA   | "TEAN"    | 10th "       |
| CEBU and ILOILO  | "KAIFONG" | 11th "       |
| PORT DARWIN, THURSDAY ISLAND,<br>COOKTOWN, CAIRNS, TOWNSVILLE,<br>BRISBANE, SYDNEY & MELBOURNE | "TAIYUAN" | 20th "       |

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 5th January, 1905.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain.     | For    | Sailing Dates.                          |
|------------|-------|--------------|--------|---|
| ZAFIRO     | 2540  | R. Rodger    | MANILA | SATURDAY, 7th Jan., 1905,<br>at 10 A.M. |
| RUBI       | 2540  | R. W. Almond | "      | SATURDAY, 14th Jan.,<br>at 10 A.M.      |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 31st December, 1904.

AMERICAN ASIATIC STEAMSHIP  
COMPANY.

FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

| Steamship  | About               |
|------------|---------------------|
| "RAS ISSA" | 20th January, 1905. |

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 30th December, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

| Steamship   | Tons | Captain | To Sail at Daylight on |
|-------------|------|---------|------------------------|
| "NICOMEDIA" | 4370 | Wagner  | January 9th, 1905.     |
| "NUMANTIA"  | 4370 | Brehmer | January 31st, "        |
| "ARABIA"    | 4483 | Bahle   | February 20th, "       |
| "ARAGONIA"  | 4598 | Schuldt | March 12th, "          |

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, General Agent.

## TSANG FOO &amp; CO.

COAL MERCHANTS AND STEVEDORES

48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest

notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904.

## NOTICE.

BOO CHEONG, of No. 20, Pottinger

Street, has always on hand

FIRST-CLASS WRITING AND PRINTING

PAPERS, AND STATIONERY

of every variety.

Hongkong, 24th November, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.ALSO REDUCED FARES TO  
MANILA AND RETURN.STEAMERS fitted throughout with Electric  
Light. First Class Accommodation. Un-  
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st February, 1904.

## STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW" 1309 J. P. MARTIN.

"KWONG TUNG" 1238 H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every  
Evening (Saturday excepted).Leave Canton for Hongkong about 5 o'clock  
Every Evening (Sunday excepted).These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity.

Passage Fare—Single Journey \$34

Meals ..... (Each) 1

The Company's Wharf is a Short Distance  
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West,  
Hongkong, 17th February, 1904.

## HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. I. Page, of 1,068 tons, Registered,  
is the newest, fastest, and most luxuriously fur-  
nished steamer on the line and is lighted  
throughout with Electricity; hot and cold water  
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,  
WEDNESDAY and FRIDAY EVENING,  
at 9 P.M., and returning from Canton every  
following evening at 5 P.M.1st Class.....\$3.00 for Single Journey.  
2nd ".....1.50  
Meals.....1.00 each.The steamer's wharf is at the Western end  
of Wing Lok Street.YUK ON S.S. Co., LD.,  
No. 216, Wing Lok Street.  
WENDT & Co.,  
Canton Agents.

Hongkong, 24th June, 1904.

## EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"

Captain Page, will make an EXCURSION  
TRIP TO MACAO, on EVERY SUNDAY,  
leaving the Company's wharf at the end of  
Wing Lok Street, at 8.30 A.M., and returning  
from Macao at 7.30 P.M.The Steamer will lay alongside the S.S.  
Perseverance's wharf at Macao.FARE:  
1st Class Single Ticket \$2.00, with Cabin \$3.00  
Return " \$3.00, " \$5.00Tiffin and Dinner may be had on Board  
at \$1 each meal.YUK ON & Co., LD.,  
S. A. NORONHA,  
Macao Agent.

Hongkong, 2nd September, 1904.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on  
Week Days, at 8 A.M. and on Sun-  
days at 8.30 A.M. Departs from Macao on Week  
Days at 2.30 P.M. and on Sundays at 6.30 P.M.FARES.—Week Days, 1st Class, including  
Cabin and servant, Single \$3; Return Ticket,  
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the  
following rates:—1st and 2nd Class, Single  
Ticket, \$1; Return, \$2; 3rd Class, Single, 30  
cents, Return, 50 cents; Steerage, 10 cents.TIFFIN and DINNER can be supplied  
either on Board, or at the Macao Hotel, for  
returning passengers only, at an extra charge  
of \$1.On Sundays, passengers desiring to have a  
Private Cabin which has accommodation for  
two or more passengers, will be charged \$3  
extra.First Class Passengers, who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.The Steamer is lit throughout by Electricity.  
The Steamer's wharf at Hongkong is at the  
Western end of Wing Lok Street.MING ON & Co.,  
2nd Floor, No. 16, Victoria Street,  
Hongkong, 5th November, 1904.

## REGULAR STEAMSHIP SERVICE

TO NEW YORK,

via PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"GHAZEE" 21st Jan., 1905.

"SATSUMA" 5th Feb., "

For Freight and further information, apply

to

DODWELL & Co., LIMITED,  
Agents.

Hongkong, 4th January, 1905.

## Shipping—Steamer.

BRITISH INDIA STEAM NAVIGATION  
COMPANY, LIMITED.FOR AMOY, STRAITS AND RANGOON.  
THE Company's Steamship"PURNEA,"  
Captain Pearson, will be despatched as above,  
on TUESDAY, the 10th instant, at Daylight.For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 4th January, 1905.

## Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Steamship

"CATHERINE" APCAR,"

having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
will be delivered from alongside.Cargo impeding the discharge will be landed  
at once, at Consignees' risk and expense.Cargo remaining on board after 4 P.M.  
of the 6th instant, will be landed at Con-  
signees' risk and expense into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Co., Limited.Consignees of Cargo from SINGAPORE and  
PENANG are requested to take IMMEDIATE  
DELIVERY of their Goods from alongside,  
such Cargo impeding the discharge of the vessel  
will be landed and stored at Consignees' risk and  
expense.No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the  
Undersigned.DAVID SASSOON & Co., LIMITED,  
Agents.

Hongkong, 4th January, 1905.

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"COROMANDEL,"

FROM BOMBAY, COLOMBO AND  
STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.This vessel brings on Cargo:—  
From London, &c., ex S.S. India and Syria.  
From Australia, ex S.S. China.  
From Persian Gulf, &c., ex B. I. S. N. and  
B. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless  
instructions are given to the contrary before  
2 P.M., TO-DAY.Goods not cleared by the 7th proximo, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignees  
and the Company's representative at an  
appointed hour.All claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.No claims will be admitted after the goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 31st December, 1904.

## Intimations.

SAVARESSE'S

SANDAL

CAPSULES

Efficacious because absolutely pure

English Oil. No made of gelatine.

Full directions. All Chemists.

Sole Importers SAVARESSE'S

Sole Importers SAVARESSE'S

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Sole Importers SAVARESSE'S

HONGKONG AVERAGE MARKET  
PRICES.

Corrected 20th December, 100 cts. per \$ Mex.

## BUTCHER MEAT.

|                                      | Cents. |
|--------------------------------------|--------|
| Beef sirloin & prime cut—Moi Lung Pa | 17     |
| " Corned—Ham Ngau Yuk                | 17     |
| " Roast—Shiu                         | 17     |
| " Breast—Ngau Lam                    | 13     |
| " Soup, Tong Yuk                     | 14     |
| " Steak—Ngau Yuk Pa                  | 18     |
| " Serjoin—Ngau Lau                   | 25     |
| " Sausages—Ngau Yuk Chaung           | 26     |
| Bullock's Brains—Know                | 9      |
| " Tongue fresh—Ngau Li               | 45     |
| " Corned—Ham Ngau Li                 | 55     |
| " Head—Ngau Tau                      | 55     |
| " Heart—Ngau Sum                     | 9      |
| " Hump, Salt—Ngau Kin                | 14     |
| " Feet—Ngau Kerk                     | 8      |
| " Kidneys—Ngau Yiu                   | 8      |
| " Tail—Ngau Mei                      | 16     |
| " Liver—Ngau Con                     | 9      |
| " Tripe (undressed)—Ngau To          | 5      |
| Calves' Head and Feet—Ngau-chai      | 75     |
| tau-koek                             | 24     |
| " Leg—Yeung Pei                      | 24     |
| " Shoulder—Yeung Shau                | 20     |
| Pigs' Chitlings—Chi cheong           | 16     |
| " Brains—Chi Know                    | 12     |
| " Feet—Chi Kerk                      | 12     |
| " Fry—Chi Chak                       | 12     |
| " Head—Chi Tau                       | 15     |
| " Heart—Chi Sum                      | 15     |
| " Kidneys—Chi Yiu                    | 7      |
| " Liver—Chi Kon                      | 24     |
| " Corned—Ham Chu Yuk                 | 20     |
| " Leg—Chi Kerk                       | 24     |
| " Fat or Lard—Chu Yau                | 17     |
| Sheeps' Head and Feet—Yeung Tau      | 55     |
| Keok                                 | 6      |
| " Heart—Yeung Sum                    | 10     |
| " Kidneys—Yeung Yiu                  | 10     |
| " Liver—Yeung Con                    | 20     |
| Sucking Pigs, To Order—Chu Chai      | 17     |
| Suet, Beef—Sang Ngau Yau             | 16     |
| " Mutton—Sang Yeung Yau              | 20     |
| Veal—Ngau Chai Yuk                   | 18     |
| " Sausages—Ngau Chai Yuk Tong        | 15     |

## FRUITS.

| Almond—Hung Yan                      | 25   |
|--------------------------------------|------|
| Apples, (California)—Kam San Ping    | 20   |
| " Ko                                 | —    |
| " (Chefoo)—Tin Chun Ping             | —    |
| " Ko                                 | —    |
| " Small—Hoi Tong                     | —    |
| " Custard—Fan Lai Chi                | —    |
| Bananas, fragrant, Canton—Sang Sheng | 3    |
| Heung Chiu                           | 3    |
| " (brides), Macao—San Heung Chiu     | 3    |
| Chestnuts, Chinese—Foong Lut         | 14   |
| Carambola—Yeung Tou                  | —    |
| Cocoanuts—Yeh Tsz                    | 10   |
| Grapes—Sin Tai Tsz                   | 20   |
| Lemons, China—Ning, Moong            | 6    |
| " Amer—Kum San Ning Moong            | 6    |
| Lichees, Dried—Lai Chi Con           | 25   |
| " Fresh, Lai Chi                     | —    |
| Limes, (Saigon)—Sai Kung Ning        | 5    |
| Moong                                | —    |
| Mango, Manila—Lui Sung Moong         | —    |
| Mango, Saigon—Sai Kung Moong         | —    |
| Mangosteens, San Chuk Tsz            | doz. |
| Oranges, (Canton)—Sang Sheng Tim     | 6</  |

**Arrival.**

### Clearances at the Harbour Office.

71-104-1000

2004-05-01 11:11:00

H. Bundt, P. van der Beck, Miss N. Beath, Mr.

### Vessels in Port.

\_\_\_\_\_

### Steamers Expected.

\_\_\_\_\_

### Ships Passed The Canal.

\_\_\_\_\_

## Post Office

\_\_\_\_\_

\_\_\_\_\_

### VISITORS AT THE HOTELS.

Cammack, F. R.      Puddepha, W. T.

Dinnig, Mr. & Mrs. R. Sayle, R. T. D.

Graham, C. A.                      Thomas, C. D.  
Graham, W. D.                      Thomson, Dr. J. C.

CRAIGSBURN

**OCCIDENTAL**

\_\_\_\_\_

KOWLOON.

the 1990s, the number of people in the world who are under 15 years of age is expected to increase by 1.5 billion, from 1.1 billion in 1990 to 2.6 billion in 2010. The number of people aged 65 and over is expected to increase by 1 billion, from 350 million in 1990 to 1.4 billion in 2010. The number of people aged 15-64 is expected to increase by 1.5 billion, from 2.5 billion in 1990 to 4.0 billion in 2010. The number of people aged 65 and over is expected to increase by 1 billion, from 350 million in 1990 to 1.4 billion in 2010. The number of people aged 15-64 is expected to increase by 1.5 billion, from 2.5 billion in 1990 to 4.0 billion in 2010.

OFFICE HOURS 9 AM TO 5 PM, MONDAY TO FRIDAY

## Mails.

MESSAGERIES  
MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, LONDON,  
HAVRE, BORDEAUX,  
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "DUMBEA,"

Captain Charbonnel, will be despatched for  
MARSEILLES on TUESDAY, the 10th  
January, at 1 P.M.Passage tickets and through Bills of Lading  
issued for above ports.Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—

S.S. AUSTRALIEN ..... 24th January.

S.S. ERNEST SIMONS... 7th February.

S.S. POLYNESIEN ..... 21st February.

L. BRIDOU,

Acting Agent.

Hongkong, 30th December, 1904. [7]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA,"

Captain R. A. Peters, carrying His Majesty's  
Mails, will be despatched from this for  
BOMBAY, on SATURDAY, the 14th  
January, at Noon, taking Passengers and  
Cargo for the above Ports in connection with  
the Company's S.S. Himalaya, 6,898 tons,  
from Colombo, Passengers' accommodation in  
which vessel is secured before departure from  
Hongkong.Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. Egypt,  
due in London on the 25th February, 1905.Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 3rd January, 1905. [2]

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

## COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. Sailing.

Tremont..... 9,606 T. W. Garlick. Ab. Jan. 17

Lyra..... 4,417 G. V. Williams. Feb. 9

Pleasant..... 3,753 F. G. Partridge. Mar. 4

† Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable

steamer for Manila.

Tremont..... 9,606 T. W. Garlick. Ab. Jan. 7

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shamout* and *Tremont*

have just been fitted with very superior accom-

modation for first and second class passengers.

The large size of these vessels ensures steadiness

at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo

carried in cold storage.

For further information, apply to

DODWELL &amp; CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 3rd January, 1905. [8]

## NOTICE OF REMOVAL.

A FOOK &amp; Co.,

SHIP AND HOUSE COMPRADORES,

have this day

REMOVED

TO

No. 12, PORTINGER STREET,

(opposite their old establishment).

Hongkong, 24th November, 1904. [5a]

## For Sale.

FOR SALE OR TO LET,  
AT THE PEAK.

Nos. 2 AND 3, GOUGH HILL.

AN ELEVEN-ROOMED HOUSE with  
Dressing, Drying and Bath-room; partly  
furnished; distant thirteen minutes by chair  
from the Tram; fitted with superior baths and  
with hot and cold water; large Kitchen;  
Laundry and Servants' Quarters. Can be used  
as one dwelling or divided into two.

For Particulars and Terms, apply to—

SHEWAN, TOMES &amp; Co.

Hongkong, 30th December, 1904. [1398]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask  
ex Factory.In Bags of 250 lbs. net \$8.20 per Bag  
ex Factory.

SHEWAN, TOMES &amp; Co.,

General Managers.

Hongkong, 2nd September, 1904. [52]

## FOR SALE.

INCANDESCENT  
GASOLINE

## LAMPS

OF ALL DESCRIPTIONS,  
from the best makers.INCANDESCENT  
MANTLES,

## CHIMNEYS,

## GLOBES,

## SHADES, &amp;c.,

for

## GASOLINE AND GAS

## LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naptha of the best

kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

## To Let.

## TO LET.

WILD DELL BUILDINGS, No. 147,  
WAN CHAI ROAD, Comfortable and  
Airtight of 2 or 3 Rooms, from \$25 inclusive  
of Taxes.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker.

Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [72]

## TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8  
and 10 to 15, GAP ROAD, facing Race  
Course, within reach of the Electric Cars,  
thoroughly cleaned and colour-washed, in flats  
or whole.

Apply to—

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [73]

## TO LET.

GODOWN No. 3, New Praya, Kennedy  
Town.

Apply to—

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY CO., LD.

Hongkong, 21st November, 1904. [71]

## TO LET.

No. 1, STEWART TERRACE,  
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY CO., LD.

Hongkong, 26th March, 1904. [70]

## TO LET.

No. 1, RIPON TERRACE.

A HOUSE in WONG NEI CHONG ROAD,

FLATS in MORETON TERRACE, facing

Polo Ground.

OFFICES in course of erection, CON,

MAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY CO., LD.

Hongkong, 2nd December, 1904. [69]

## TO LET.

ONE ROOM on the First Floor of  
ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,

A. S. Watson &amp; Co., Limited.

Hongkong, 10th December, 1904. [74]

## TO LET.

GODOWNS Nos. 100 and 101, Praya East,  
with Water Storage.

Apply to—

"VICTORIA BUILDINGS,"

Hongkong, 28th December, 1904. [7394]

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY &amp; POTTS. Corrected to noon; later alterations given in "Commercial Intelligence," page 5.

| STOCKS.  | NO. OF<br>SHARES. | VALUE.    | PAID UP.  | POSITION AS PER LAST REPORT.<br>RESERVE.                       | AT WORKING<br>ACCOUNT. | LAST DIVIDEND.   | APPROXIMATE<br>RETURN AT<br>PRESENT<br>QUOTATION. | CLOSING<br>QUOTATIONS.         |
|--|-------------------|-----------|-----------|--|------------------------|--|---|--------------------------------|
| BANKS.   |                   |           |           |  |                        |  |   |                                |
| Hongkong & Shanghai Banking Corporation .....                            | 80,000            | \$125     | \$125     | \$1,000,000  | \$1,492,554            | {Div. of £1.10/- @ exchange 1/9 15/16<br>\$16.41 for first half-year 1904.....}            | 51 %  | \$710<br>(London £70)          |
| National Bank of China, Limited.....                                     | 99,025            | £7        | £7        | \$250,000<br>\$175,533<br>\$191,973                            | \$21,668               | \$2 (London 3/6) for 1903 .....  | 54 %  | \$39                           |
| MARINE INSURANCES.   |                   |           |           |  |                        |  |   |                                |
| Canton Insurance Office, Limited.....                                    | 10,000            | \$250     | \$50      | \$1,400,000<br>81,739  | \$150,494              | \$17 for 1903 .....  | 64 %  | \$250 buyers                   |
| China Traders' Insurance Company, Limited .....                          | 24,000            | \$83.33   | \$25      | \$950,000<br>\$151,992<br>\$362,366<br>\$371,445               | Nil.                   | \$44 for year ended 30.4.1904 .....  | 74 %  | \$58 buyers                    |
| North China Insurance Company, Limited .....                             | 10,000            | £15       | £5        | Tls. 800,000   | Tls. 217,119           | Final of 10/- making £1 for 1903 .....   | 8 %   | Tls. 96 sellers                |
| Union Insurance Society of Canton, Limited .....                         | 10,000            | \$250     | \$100     | \$1,850,000<br>\$20,000<br>\$372,749<br>\$893,110<br>\$846,773 | \$2,078,997            | \$35 for 1903 .....  | 6 %   | \$690 buyers                   |
| Yangtze Insurance Association, Limited .....                             | 8,100             | \$100     | \$60      | \$700,000<br>\$37,794  | \$485,284              | \$12 for 1902 .....  | 8 %   | \$150                          |
| FIRE INSURANCES.   |                   |           |           |  |                        |  |   |                                |
| China Fire Insurance Company, Limited .....                              | 20,000            | \$100     | \$20      | \$1,000,000<br>\$75,695<br>\$2,561                             | \$329,047              | \$6 dividend & \$1 bonus for 1902 .....  | 74 %  | \$91 sales                     |
| Hongkong Fire Insurance Company, Limited .....                           | 8,000             | \$250     | \$50      | \$1,170,288  | \$371,110              | \$22 1/2 for 1902.....   | 64 %  | \$330 buyers                   |
| SHIPPING, TUG AND CARGO BOATS.   |                   |           |           |  |                        |  |   |                                |
| China and Manila Steamship Company, Limited.....                         | 20,000            | \$50      | \$50      | none<br>\$185,000<br>\$80,935                                  | Dr. \$63,123           | \$5 for 1900.....  | ...   | \$23                           |
| Douglas Steamship Company, Limited .....                                 | 20,000            | \$50      | \$50      | \$250,000<br>\$600,000<br>\$157,553                            | Nil.                   | \$3 for year ended 30.6.1903 .....   | 6 %   | \$531 buyers                   |
| Hongkong, Canton & Macao Steamboat Co., Ltd. ...                         | 80,000            | \$15      | \$15      | \$205,000<br>\$100,000   | \$16,362               | \$14 for first half-year 1904 .....  | 10 1/2 %  | \$28 sales and s.              |
| Indo-China Steam Navigation Company, Limited .....                       | 60,000            | £10       | £10       | \$205,000<br>\$100,000   | £5,853                 | 10/- for 1903 @ 1/10 5/16=\$5.378.....   | 4 1/2 %   | \$128 buyers                   |
| Shanghai Tug and Lighter Company, Limited.....                           | 100,000           | Tls. 50   | Tls. 50   | none   | Tls. 55,541            | Interim of Tls. 2 for 1904 .....   | 9 1/2 %   | Tls. 50 sales<br>Tls. 48 sales |
| Do. (Preference).....  | 2,000,000         | £1        | £1        | \$400,000  | £19,555                | Interim of 1/- (Coupon No. 4) for 1903 .....   | 4 %   | 25/6 buyers                    |
| "Shell" Transport and Trading Company, Limited.....                      | 10,000            | \$10      | \$10      | \$60,000   | \$1,287                | { \$1.80 & b. 40 cts }<br>{ \$0.90 & b. 20 cts. } for year ending 30.4.04                  | 3 1/2 %   | \$40<br>\$30                   |
| "Star" Ferry Company, Limited.....                                       | 10,000            | \$10      | \$5       | \$400,000  | ...                    | ...  | ...   | ...                            |
| Straits Steamship Company, Limited .....                                 | 5,000             | \$100     | \$100     | \$21,075<br>\$18,000<br>\$130,153                              | \$33,648               | \$5 for 2nd 1/2-year making \$13 for 1903.....   | 9 %   | \$145 sellers                  |
| Taku Tug and Lighter Company, Limited .....                              | 30,000            | T.Tls. 50 | T.Tls. 50 | Tls. 98,000<br>Tls. 205,614                                    | Tls. 865               | Interim of Tls. 14 for 1904 .....  | 10 %  | Tls. 30 sellers                |
| REFINERIES.  |                   |           |           |  |                        |  |   |                                |
| China Sugar Refining Company, Limited .....                              | 20,000            | \$100     | \$100     | none   | Dr. \$147,717          | Interim of \$5 for 1904 .....  | ...   | \$227 sellers                  |
| Luzon Sugar Refining Company, Limited .....                              | 7,000             | \$100     | \$100     | none   | Dr. \$73,905           | \$3 for 1897 .....   | ...   | \$16 buyers                    |
| Perak Sugar Cultivation Company, Limited .....                           | 7,000             | Tls. 50   | Tls. 50   | Tls. 100,000   | Tls. 1,635             | Tls. 24 for year ending 30.9.04 .....  | 4 1/2 %   | Tls. 60 sellers                |
| MINING.  |                   |           |           |  |                        |  |   |                                |
| Chinese Engineering and Mining Company, Ltd.....                         | 1,000,000         | £1        | £1        | \$40,000   | £7,820                 | No. 3 of 1/6 .....   | ...   | Tls. 64 buyers                 |
| Oriental Consolidated Mining Company, Limited .....                      | 150,000           | G \$10    | G \$10    | none   | G \$672,093            | 50 cents making G \$1 for 1904 .....   | 6 1/2 %   | G \$164 sales                  |
| Raub Australian Gold Mining Company, Limited .....                       | 50,000            | £1        | £1        | \$4,873  | Dr. £4,029             | No. 12 of 1/-=48 cents .....   | ...   | \$54                           |
| Société Française des Charbonnages du Tonkin .....                       | 16,000            | Fcs. 250  | Fcs. 250  | { Fcs. 251,337 }<br>{ Fcs. 1,529,652 }                         | Fcs. 85,706            | Final of Fcs. 25 making Fcs. 55 for 1903..   | ...   | \$490                          |
| DOCKS, WHARVES & GODOWNS.  |                   |           |           |  |                        |  |   |                                |
| Geo. Fenwick & Co., Limited .....  | 6,000             | \$25      | \$25      | \$70,000   | \$10,517               | \$3.75 for 1903 .....  | 8 %   | \$45 sellers                   |
| Hongkong & Kowloon Wharf and Godown, Co., Ltd.                           | 30,000            | \$50      | \$50      | \$50,989   | \$28,015               | Interim of \$2 1/2 for 1904 .....  | 4 1/2 %   | \$114 buyers                   |
| Hongkong and Whampoa Dock Company, Ltd. ....                             | 50,000            | \$50      | \$50      | \$25,500   | \$505,471              | { \$6 dividend and \$2 bonus for first half-<br>year 1904 .....                            | 7 1/2 %   | \$216 buyers                   |
| Hewarth Erskine, Limited .....   | 12,000            | \$100     | \$100     | \$60,000   | ...                    | \$10 div. & \$5 bonus for year end. 30/6/04 .....  | 7 1/2 %   | \$303 buyers                   |
| New Amoy Dock Company, Limited .....                                     | 6,000             | \$64      | \$64      | \$55,500   | \$489                  | \$14 for 1903 .....  | 4 1/2 %   | \$27 sellers                   |
| Riley Hargreaves & Co., Limited.....                                     | 6,000             | \$100     | \$100     | \$150,000  | \$40,936               | { \$10 div. and \$2 1/2 bonus } for 1903 .....   | 6 1/2 %   | \$104 sellers                  |
| Do. (Preference).....  | 2,750             | \$100     | \$100     | \$150,000  | \$40,936               | \$7 dividend .....   | 6 1/2 %   | \$114                          |
| S. C. Farnham, Boyd & Co., Limited .....                                 | 55,200            | Tls. 100  | Tls. 100  | Tls. 900,000   | Tls. 48,153            | Tls. 7 final=Tls. 12 for year end. 30.4.04.....  | 7 1/2 %   | Tls. 170 buyers                |
| Shanghai and Hongkong Wharf Company .....                                | 32,000            | Tls. 100  | Tls. 100  | Tls. 487,210   | Tls. 22,895            | Interim of Tls. 4 for 1904 .....   | 8 1/2 %   | Tls. 230                       |
| Tanjong Pagar Dock Company, Limited .....                                | 37,000            | \$100     | \$100     | \$2,100,000  | \$43,732               | \$6 for first half year 1904 .....   | 5 %   | \$530 sales                    |
| Yangtze Wharf and Godown Company, Limited.....                           | 2,500             | Tls. 100  | Tls. 100  | Tls. 6,000   | Tls. 1,760             | Tls. 18 for 1903.....  | 5 1/2 %   | Tls. 187 sales                 |
| LANDS, HOTELS & BUILDING.  |                   |           |           |  |                        |  |   |                                |
| Astor House Hotel Company, Limited (Shanghai) ...                        | 30,000            | \$25      | \$25      | none   | \$9,989                | \$24 for year ended 30.6.1904 .....  | 9 %   | \$28 sales                     |
| Astor House Hotel, Limited (Tientsin) .....                              | 2,000             | T.Tls. 50 | T.Tls. 50 | Tls. 41,000  | Tls. 655               | Interim of Tls. 4 .....  | 6 %   | Tls. 148 sellers               |
| China Land and Finance Company, Limited .....                            | 6,000             | \$10      | \$10      | \$100,000  | ...                    | Interim of Tls. 2 .....  | ...   | Tls. 55                        |
| Hongkong Hotel Company, Limited .....                                    | 12,000            | \$50      | \$50      | { \$100,000 }<br>{ \$11,824 }                                  | \$11,668               | \$5 for first half-year 1904 .....   | 7 1/2 %   | \$144                          |
| Hongkong Land Investment and Agency Co., Ltd. ...                        | 50,000            | \$100     | \$100     | \$20,000   | \$51,066               | Interim of \$6 for 1904 .....  | 8 %   | \$147 sellers                  |
| Hotel des Colonies Company, Limited (Shanghai) ...                       | 9,000             | Tls. 25   | Tls. 25   | Tls. 13,986  | Tls. 680               | Tls. 0.87 1/2 for the year ending 31.3.1904 .....  | 4 1/2 %   | Tls. 19 sales                  |
| Humphreys Estate & Finance Company, Limited .....                        | 150,000           | \$10      | \$10      | \$200,000  | \$9,177                | 90 cents for 1903 .....  | 7 1/2 %   | \$124 sellers                  |
| Kowloon Land and Building Company, Limited .....                         | 6,000             | \$50      | \$50      | none   | \$636                  | \$2.60 for 1903 .....  | 6 1/2 %   | \$384                          |
| Shanghai Land Investment Company, Limited .....                          | 52,000            | Tls. 50   | Tls. 50   | { Tls. 800,000 }<br>{ Tls. 150,000 }<br>{ Tls. 17,144 }        | Tls. 37,634            | Interim of Tls. 3 for 1904 .....   | 7 %   | Tls. 117 buyers                |
| Tientsin Hotel des Colonies, Limited.....                                | 1,400             | Tls. 50   | Tls. 50   | none   | Dr. Tls. 2,132         | Interim of Tls. 3 1/2 .....  | ...   | Tls. 44 buyers                 |
| Tientsin Land Investment Company, Limited .....                          | 7,726             | Tls. 100  | Tls. 100  | Tls. 54,626  | Tls. 335               | Interim of Tls. 3 for 1904 .....   | 7 %   | Tls. 125                       |
| Wei-hai-wei Land and Building Company, Limited...                        | 3,764             | Tls. 25   | Tls. 25   | none   | Tls. 5,150             | None .....   | ...   | Tls. 12 buyers                 |
| West Point Building Company, Limited .....                               | 12,500            | \$50      | \$50      | none   | \$1,362                | Interim of \$1 1/2 for 1904 .....  | 5 %   | \$59 sellers                   |
| COTTON MILLS.  |                   |           |           |  |                        |  |   |                                |
| Ewo Cotton Spinning and Weaving Company, Ltd.....                        | 15,000            | Tls. 50   | Tls. 50   | none   | Tls. 11,655            | Tls. 4 for year ended 31.10.1903 .....   | 4 1/2 %   | Tls. 25 sales                  |
| Hongkong Cotton Spinning, Weaving and Dyeing }<br>Company, Limited ..... | 125,000           | \$10      | \$10      | none   | \$22,862               | 50 cents for the year ending 31.7.04.....  | 3 1/2 %   | \$13                           |
| International Cotton Manufacturing Company, Ltd.....                     | 10,000            | Tls. 75   | Tls. 75   | { Tls. 50,000 }<br>{ Tls. 35,227 }                             | Tls. 13,629            | Interim of 3 % a/c 1898 .....  | ...   | Tls. 25 buyers                 |
| Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.                        | 8,000             | Tls. 100  | Tls. 100  | none   | Tls. 15,500            | Interim of 4 % a/c 1898 on 6,000 shares ..   | ...   | Tls. 25 sales                  |
| Soy Chee Cotton Spinning Company, Limited.....                           | 2,000             | Tls. 500  | Tls. 500  | Tls. 5,658   | Tls. 26,389            | 4 % for 1897 .....   | ...   | Tls. 150                       |
| CIGARS AND TOBACCO COS.  |                   |           |           |  |                        |  |   |                                |
| Alhambra, Limited .....  | 300               | \$200     | \$200     | \$779  | nil                    | \$125 for year ending 30.6.1900 .....  | ...   | \$100 buyers                   |
| Philippine Company, Limited .....  | 67,500            | \$10      | \$10      | ...  | ...                    | First year .....   | ...   | \$91                           |
| Shanghai-Sumatra Tobacco Company, Limited .....                          | 30,000            | Tls. 20   | Tls. 20   | { Tls. 24,820 }<br>{ Tls. 25,000 }<br>{ \$25,000 }             | Tls. 1,091             | Interim of Tls. 3 .....  | 9 %   | Tls. 65 sales                  |
| MISCELLANEOUS.   |                   |           |           |  |                        |  |   |                                |
| A. S. Watson & Co., Limited .....  | 90,000            | \$10      | \$10      | \$25,000   | \$2,883                | Interim of 50 cents for 1904 .....   | 8 %   | \$124 buyers                   |
| Bell's Asbestos Eastern Agency, Limited .....                            | 8,664             | 12/6      | 12/6      | none   | £161                   | 6d. per share for 1903 .....   | 5 1/2 %   | \$5                            |
| Campbell, Moore & Co., Limited .....                                     | 1,200             | \$10      | \$10      | \$5,500  | \$596                  | \$3 for 1903 .....   | 7 1/2 %   | \$10 buyers                    |
| Central Stores, Limited .....  | 6,000             | \$15      | \$12      | \$20,000   | \$1,253                | Interim of \$1.20 for 1904 .....   | 7 1/2 %   | \$12 sellers                   |
| Do. (Founders).....  | 123               | \$15      | \$12      | \$20,000   | ...                    | None .....   | ...   | \$100                          |
| Do. (New Issue).....   | 24,000            | \$15      | \$12      | none   | First year             | Preferential of 7 per cent for 1904.....   | 6 1/2 %   | \$3 sellers                    |
| China Borneo Company, Limited.....                                       | 60,000            | \$12      | \$12      | none   | Nil.                   | 60 cents for 1903 .....  | 4 1/2 %   | \$14 sales                     |
| China Flour Mill Co., Limited.....                                       | 4,000             | Tls. 50   | Tls. 50   | Tls. 25,000  | Tls. 1,942             | 60 cents for 1903 .....  | 8 1/2 %   | Tls. 75 sales                  |
| China Light and Power Company, Limited .....                             | 30,000            | \$10      | \$10      | none   | \$3,739                | None .....   | ...   | \$10 sales                     |
| China Provident Loan & Mortgage Company, Ltd.....                        | 100,000           | \$10      | \$10      | \$55,000   | \$1,171                | 80 cents for 1903 .....  | 8 1/2 %   | \$12 buyers                    |
| Dairy Farm Company, Limited .....  | 25,000            | \$7 1/2   | \$6       | ...  | ...                    | \$14 for year ending 31.7.1903 .....   | ...   | Tls. 10 sales                  |
| E. L. Mondon, Limited .....  | 7,000             | Tls. 50   | Tls. 50   | none   | Dr. Tls. 15,318        | Tls. 5 for 1902 .....  | 7 1/2 %   | \$100 sales                    |
| Fraser and Neave, Limited .....  | 4,500             | \$50      | \$50      | \$112,500  | \$2,706                | \$5 div. and \$2 1/2 bonus for 1903 .....  | 5 1/2 %   | \$20 buyers                    |
| Green Island Cement Company, Limited .....                               | 100,000           | \$10      | \$10      | \$350,000  | \$32,115               | \$1.50 for 1903 .....  | 5 1/2 %   | \$25 sales                     |
| Hall & Holtz, Limited .....  | 21,000            | \$20      | \$20      | \$186,000  | \$13,104               | Interim of \$1 .....   | 14 %  | \$160 buyers                   |
| Hongkong & China Gas Company, Limited.....                               | 7,000             | £10       | £10       | { £23,109 }<br>{ £3,000 }                                      | £7,625                 | 1/2 div. and 2/- bonus for 1903 .....  | 7 1/2 %   | \$160 buyers                   |
| Hongkong Electric Company, Limited .....                                 | 30,000            | \$10      | \$10      | none   | \$1,747                | { \$1.00 } for year ending 30.4.1904 .....   | 6 1/2 %   | \$15 buyers                    |
| Hongkong High-Level Tramways Company, Ltd.....                           | 1,210             | \$100     | \$100     | \$50,000   | \$2,796                | \$15 for year ending 30.11.1904 .....  | 5 1/2 %   | \$265 sellers                  |
| Hongkong Ice Company, Limited .....                                      | 5,000             | \$25      | \$25      | \$35,000   | \$5,844                | Interim of \$4 for 1904 .....  | 6 1/2 %   | \$255                          |
| Hongkong Rope Manufacturing Company, Ltd. ....                           | 10,000            | \$50      | \$50      | \$50,000   | \$8,395                | \$10 for 1903 .....  | 6 1/2 %   | \$155 buyers                   |
| Hongkong Steam Waterboat Company, Limited.....                           | 15,000            | \$10      | \$10      | \$2,500  | \$299                  | { Final of 70 cts. and 50 cts. bonus making }<br>{ \$1.20 for the year ended 30.9.04.....} | 9 1/2 %   | \$20 sales                     |
| Katz Brothers, Limited .....   | 10,000            | \$100     | \$100     | \$375,000  | ...                    | \$15 for 1903 .....  | ...   | \$135 buyers                   |
| Jane, Crawford & Co., Limited (Shanghai) .....                           | 2,500             | \$100     | \$100     | ...  | \$21,582               | Interim of \$5 .....   | 8 1/2 %   | \$140 buyers                   |
| Maatschappij (ot) Minj, Bosch en Landbouwe-<br>xploiatie in Langkat..... | 25,000            | Gs. 100   | Gs. 100   | { Tls. 334,669 }<br>{ Tls. 11,143 }                            | Tls. 27,187            | { 4th quarterly of Tls. 5, paid 15.12.04 }<br>{ making in all Tls. 35, for 1904 .....      | 13 1/2 %  | Tls. 275 sales                 |
| Maynard and Company, Limited .....                                       | 3,400             | \$10      | \$10      | none   | \$803                  | \$2 for year ended 31.10.1903 .....  | 7 1/2 %   | \$27 buyers                    |
| S. Moutrie & Company, Limited .....                                      | 4,000             | \$50      | \$50      | \$5,000  | \$832                  | { Final of \$3 making \$5 for the year ending }<br>{ 30.6.04 .....                         | 9 %   | \$55 sales                     |
| Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.                        | 1,200             | \$50      | \$50      | None   | Dr. \$5,537            | None .....   | ...   | \$50                           |
| Shanghai Gas Company, Limited .....                                      | 16,000            | Tls. 50   | Tls. 50   | { Tls. 100,000 }<br>{ Tls. 108,172 }                           | Tls. 7,548             | Interim of Tls. 3 1/2 for 1904 .....   | 8 %   | Tls. 105 sales                 |
| Shanghai Hops Bazaar Company, Limited .....                              | 5,400             | Tls. 50   | Tls. 50   | Tls. 45,000  | Tls. 10,247            | Tls. 5 for 1903 .....  | 5 1/2 %   | Tls. 90 sellers                |
| Shanghai Pulp and Paper Company, Limited .....                           | 4,500             | Tls. 100  | Tls. 100  | Tls. 10,000  | Tls. 3,288             | Interim of Tls. 6 for 1904 .....   | 7 1/2 %   | Tls. 165                       |
| Shanghai Waterworks Company, Limited.....                                | 7,700             | £50       | £50       | Tls. 150,000   | Tls. 7,469             | Interim of 15/- for 1904 .....   | 6 %   | Tls. 400 buyers                |
| Singapore Dispensary, Limited .....                                      | 600               | \$25      | \$25      | \$6,000  | \$800                  | \$5 for year ended 31.7.1903 .....   | 6 %   | \$80                           |
| South China Morning Post, Limited .....                                  | 6,000             | \$25      | \$25      | none   | Dr. \$39,020           | None .....   | ...   | \$25 nominal                   |
| Steam Laundry Company, Limited .....                                     | 10,000            | \$5       | \$5       | none   | \$3,644                | { 60 cents for year ended 31.5.04..... }<br>{ First year .....                             | 8 1/2 %   | \$4 sales                      |
| Straits Ice Company, Limited .....                                       | 2,000             | \$100     | \$100     | \$45,000   | ...                    | \$7 1/2 for second half year 1903 .....  | 9 1/2 %   | \$160 sales                    |
| Straits Trading Company, Limited .....                                   | 250,000           | \$10      | \$10      | \$60,000   | \$83,493               | { \$1 div. and 25 cents bonus for half year }<br>{ ended 30.3.1904.....}                   | 7 %   | \$584 buyers                   |
| Tientsin Native City Waterworks Company, Ltd.....                        | 2,941             | Tls. 100  | Tls. 100  | none   | Tls. 413               | Tls. 2 for half-year .....   | ...   | Tls. 110                       |
| Tientsin Waterworks Company, Limited .....                               | 2,000             | Tls. 100  | Tls. 100  | Tls. 15,259  | Tls. 667               | Final of Tls. 4 making Tls. 8 for 1903 1/4 ..  | 14 1/2 %  | Tls. 130                       |
| United Asbestos Oriental Agency, Limited .....                           | 9,000             | \$10      | \$10      | \$20,000   | \$480                  | 90 cents for year ending 31.5.1904 .....   | 9 1/2 %   | \$10 buyers                    |
| Do. (Founders).....  | 100               | \$10      | \$10      | \$20,000   | \$1,042                | { \$19.70 } for year ended 31.5.1904 .....   | 10 1/2 %  | \$180 buyers                   |
| Watkins, Limited .....   | 40,000            | \$10      | \$10      | \$4,802  | \$1,042                | \$1.50 for 1903 .....  | 10 1/2 %  | \$151 sellers                  |
| William Powell, Limited .....  | 12,000            | \$10      | \$10      | \$3,900  | \$588                  | { Final of 70 cents making \$1.20 for the }<br>{ year ending 30.6.1904 .....               | 9 1/2 %   | \$124 buyers                   |